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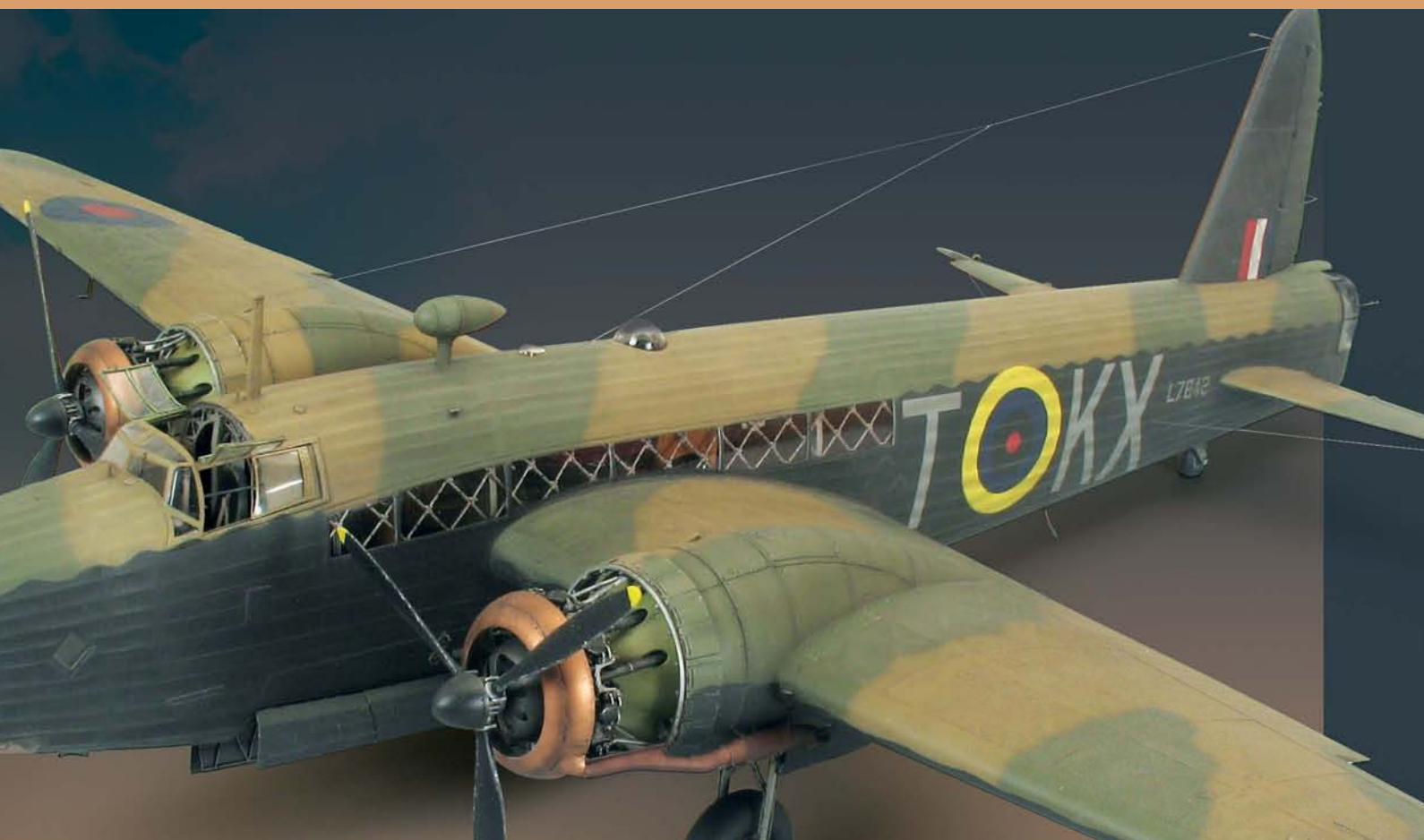
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Vickers Wellington Mk.1C

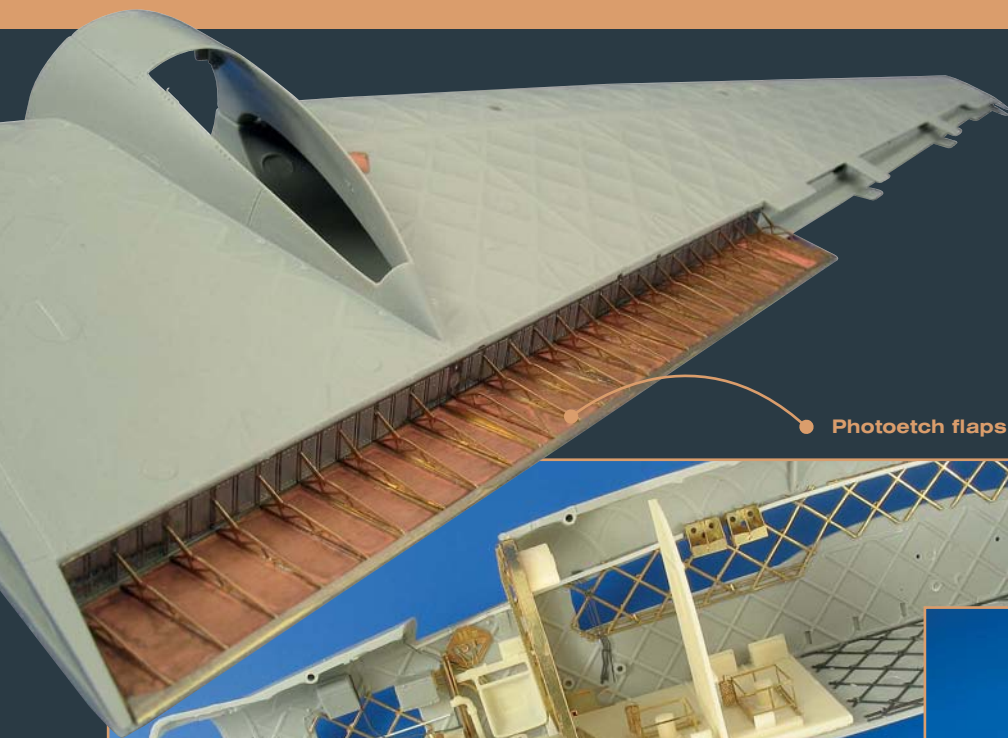
Zdenek Sebesta Builds Trumpeter's
1:48th Scale Bomber





The impulse to build this model came during a meeting with Colonel Petr Uruba in December 2007 when he was the guest of a modelling competition in Prague. This charming and modest man, a pilot with 311 Squadron, engagingly narrated his experiences from World War II and the postwar period, including the sad and shameful story after 1948. This year, the Communist coup took place and he along with other heroes, fighting for the freedom of their country in WWII, were imprisoned and sent to labour camps and prisons where shamefully, many of them did not survive the hardship. They eventually had their honour restored however not until late in life after 1989(when Czechoslovakia returned to a democratic system.

The Prague competition was one of the last chances to meet Colonel Petr Uruba as he sadly died in March 2009 at the age 92. He flew with the RAF as a bomber pilot and as Captain of Wellington Mk.1C, registration code KX-T,(L7842. This aircraft was flown on the fateful night 2nd June 1941, when owing to technical failures coupled with the inexperience of the navigator, the crew landed at Flers airport in occupied France. After they realised their mistake, they tried to take off again but failed and the crew spent the rest of the war as prisoners of war in Germany. One of his crew, Arnost Valenta, died before the end of the war, shot whilst trying to escape from the camp at Sagan in 1944. Their undamaged Wellington KX-T was evaluated by the Luftwaffe at Rechlin after an application of German national insignias and yellow on the bottom surfaces.



Photoetch flaps

Trumpeter's kit is a relatively early product of this company. Some errors become apparent such as wrong cross-sectional shapes of the fuselage, found after careful examination and measurement of the real bomber. One of the more serious issues is a markedly protruding structure on the right half of the fuselage. I carefully removed this by sanding the two halves of the fuselage and wings. I proceeded very slowly because I did not want to remove too much of the geodetic structure on the wing.



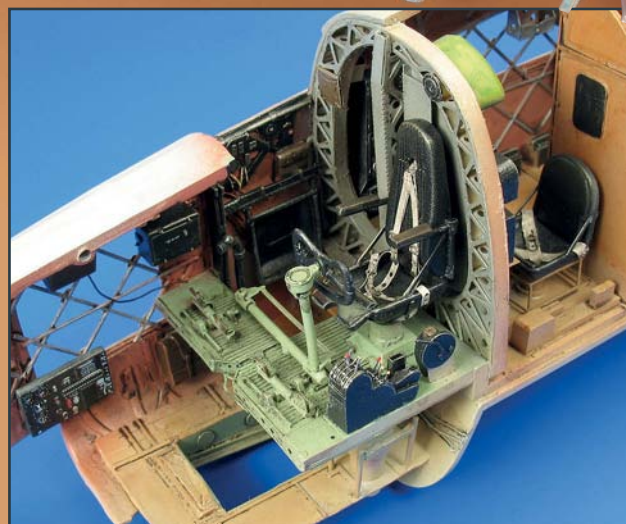
"This kit is very good choice for the modeller and because it has been in the catalogue for a while there are many after market upgrades of which the vast majority are made by Czech manufacturers."

For some of the problems we must solve the dilemma of which aftermarket parts to use. The list of available options is at end of this article.

After sanding the surfaces, I worked on the equipment inside the fuselage. I used some parts of the CMK interior set for the cockpit and radio operator's compartment, for the rear bulkhead behind the pilot seats, I replaced the kit part with Eduard's very realistic photo etch assembly. This detail is very visible especially when you open the top part of the canopy. I added the fine details and

smaller components from separate sets available from Eduard.

I kept the original geodetic central part from the kit but I replaced inner side of fuselage with the much better looking photo etched parts however it's only visible through the mid-fuselage windows. I painted the cockpit with combination of black and interior grey-green colour, the back face of the canvas is painted the typical reddish colour from the red dope primer bleaching through the fabric and bulkheads were painted a wood colour.

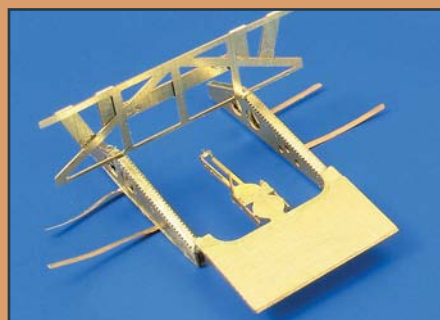




Photoetch bomb bay central structure from Eduard.



“Special mention must be made of the bomb bay. It formed the spine through the structure, reminiscent of a bridge construction.”

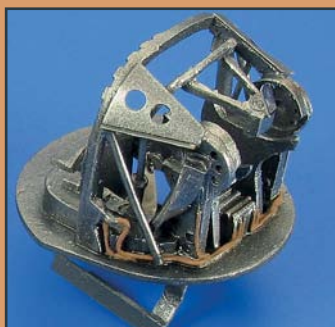
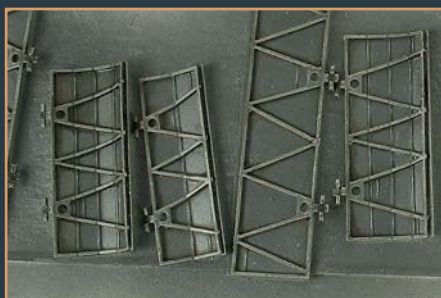


The bomb bay parts provided in the kit are useless so I replaced them with the new ones from Eduard's photo etched set. I must say that this bomb bay set was one of the most complicated sets which I have ever built. The set includes a series of miniature parts, for example main beams, which have many bends and folds in them. Everything is replicated down to the smallest detail, therefore during construction you must have patience and in total it took me about 10 days to assemble! For this type of work it is necessary to have the correct tools such as a good quality bending tool. I glued all parts with cyanoacrylate glue, but if you can, it is better to solder the larger parts. The result is absolutely perfect, and I was quite sorry to glue this part into the fuselage.

The bomb bay doors are part of Eduard's set too; the total of 24 bomb bay door bends at several levels consists of three layers. Each door is different in shape and size and I recommend you fix them to a paper pad and mark the part numbers.

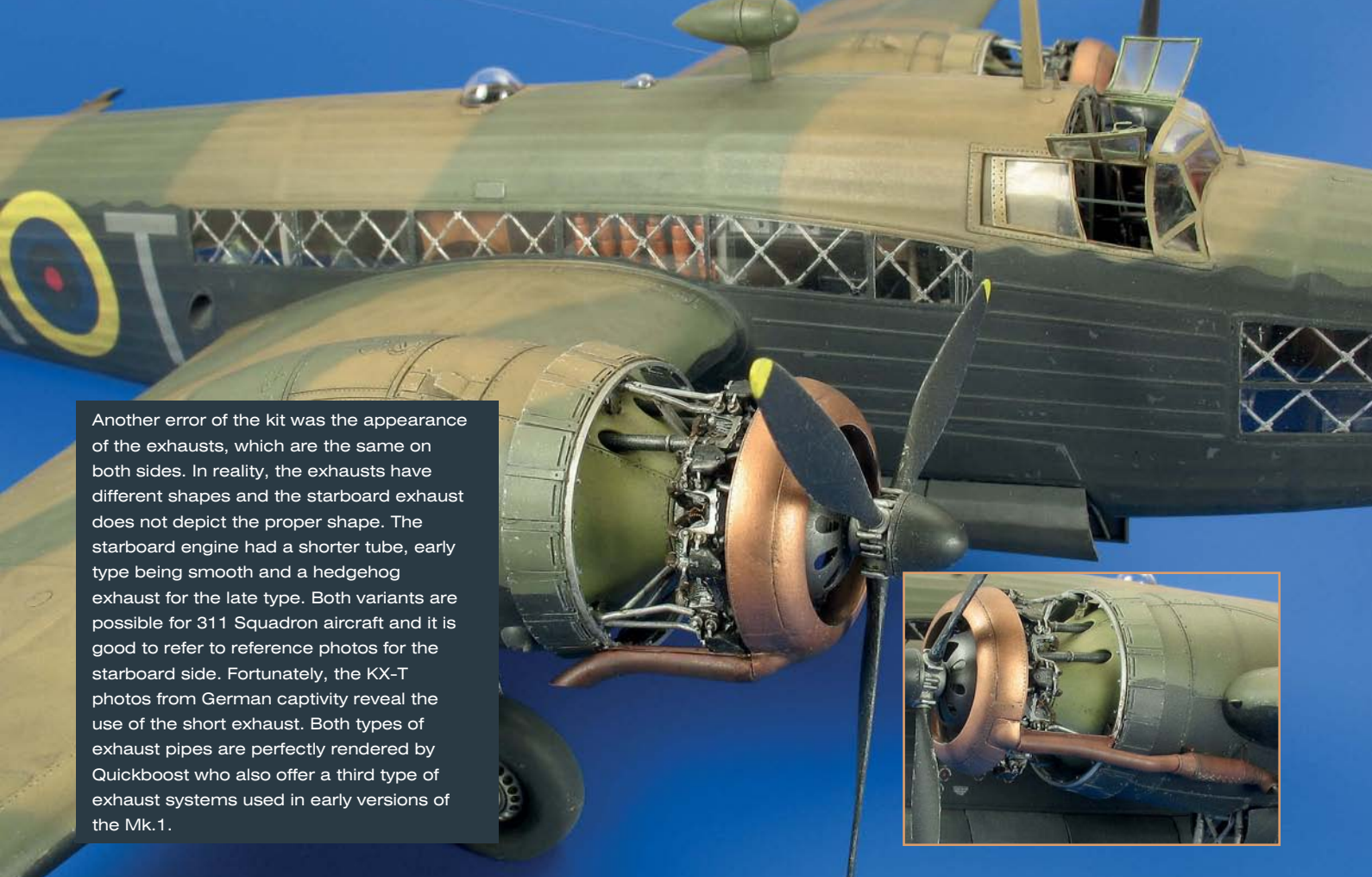


Then all the interior parts of the bomb bay were painted black, because natural metal reflects light, not ideal for a night bomber. I replaced the clear parts of the kit using vacuformed products by Rob Taurus which are beautifully clear and thin. This set also contained masks to facilitate airbrushing. I used the long fuselage window from the kit because I was afraid of the fragility of using vacuform components. Pavla model company offers a set of front and rear gun turrets which look much better than the original parts from the kit. I also used many of accessories to the construction of the wings. CMK produced the undercarriage bays and engine sets which are very nice and fit without problems. I airbrushed wheel wells with the same black colour as the bomb bay.

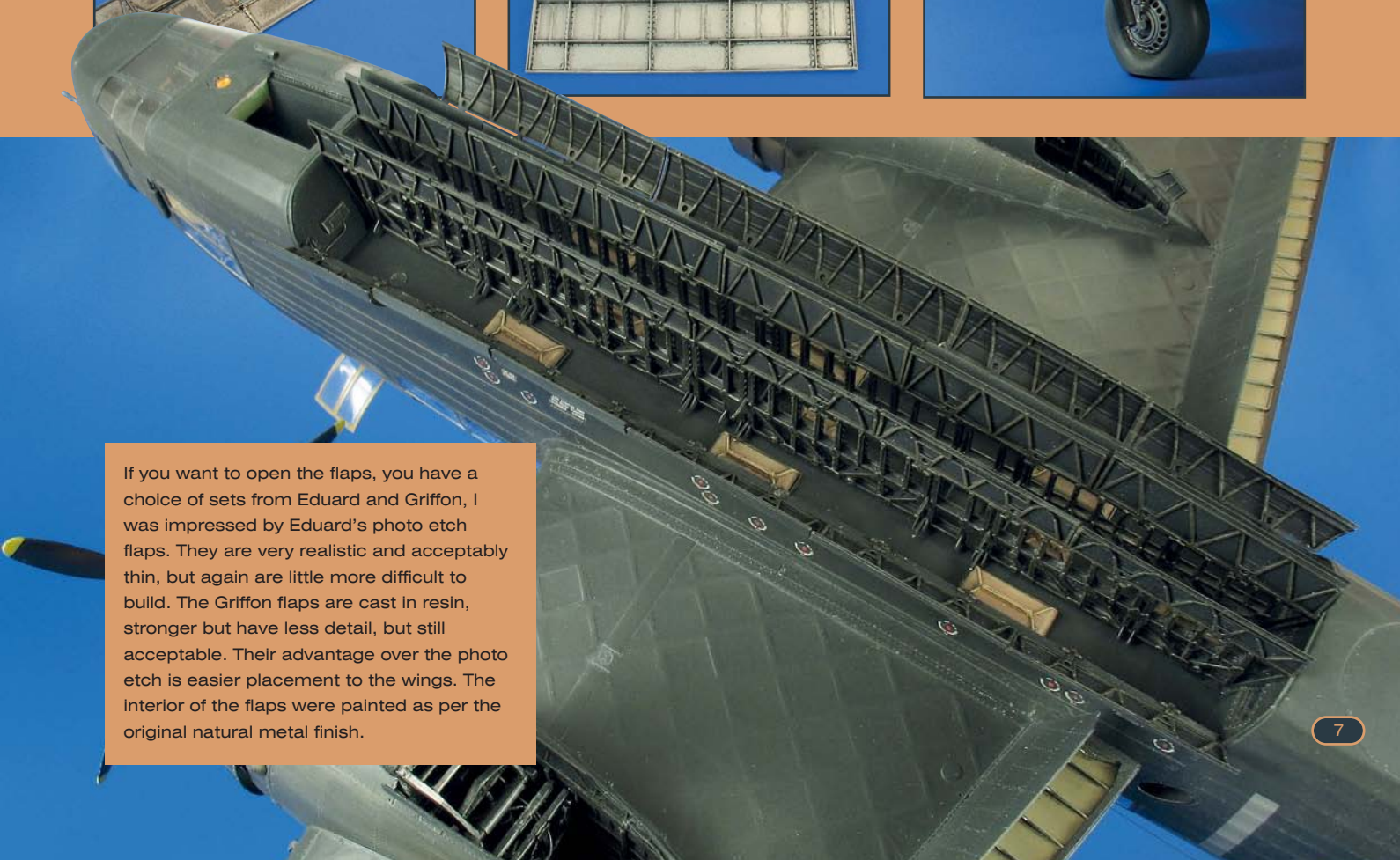
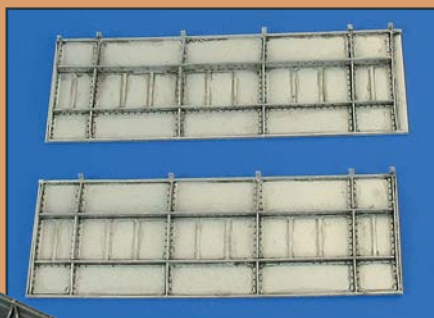


The wheels themselves are from the Czech company Griffon. I used them because these resin parts are more realistic than wheels from the kit. The CMK engine set allows the modeller to open both engines. I replaced the CMK Pegasus engines with Vector's offering.

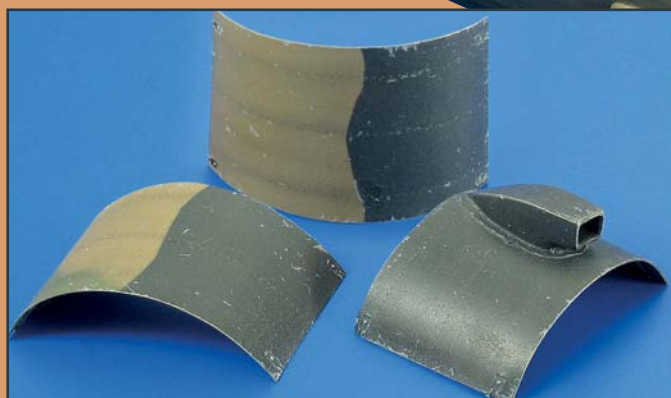
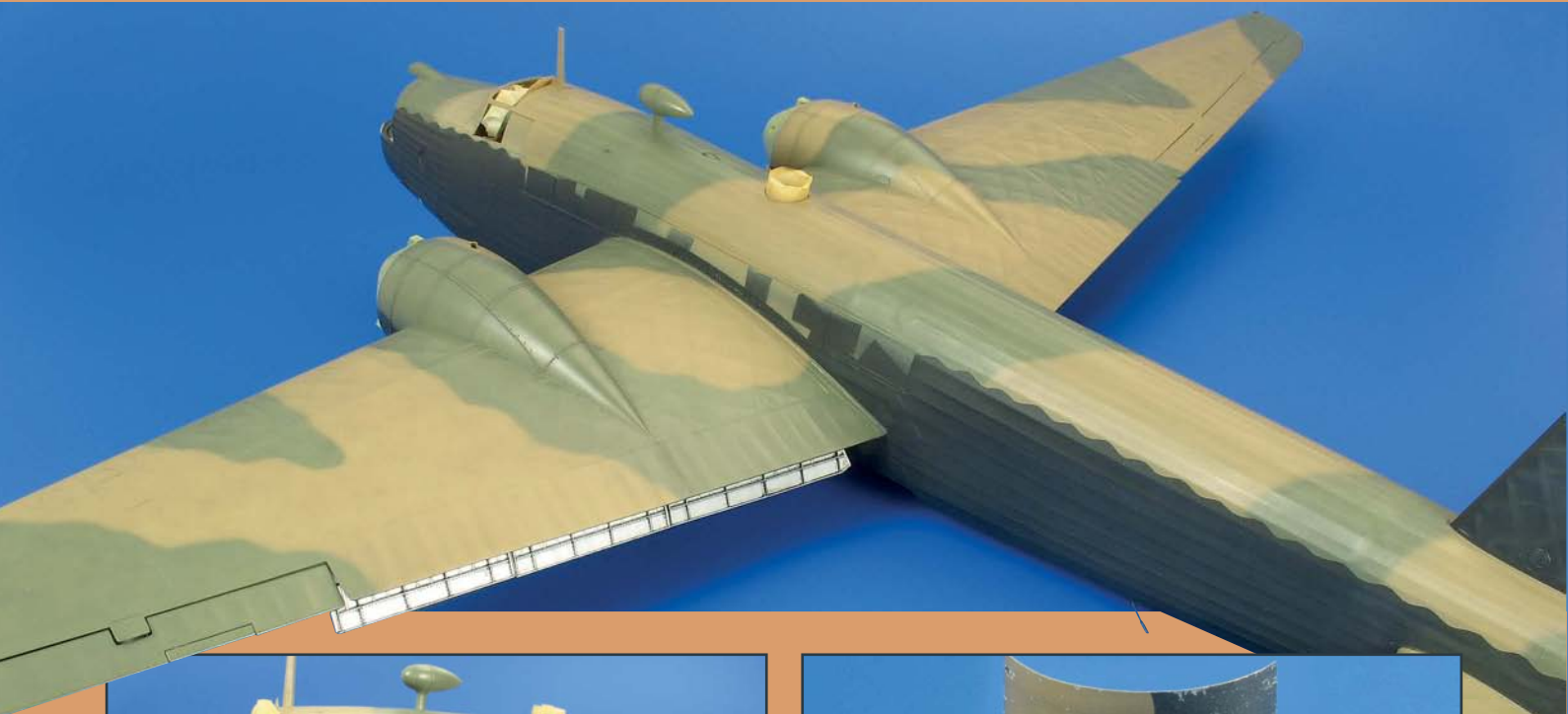




Another error of the kit was the appearance of the exhausts, which are the same on both sides. In reality, the exhausts have different shapes and the starboard exhaust does not depict the proper shape. The starboard engine had a shorter tube, early type being smooth and a hedgehog exhaust for the late type. Both variants are possible for 311 Squadron aircraft and it is good to refer to reference photos for the starboard side. Fortunately, the KX-T photos from German captivity reveal the use of the short exhaust. Both types of exhaust pipes are perfectly rendered by Quickboost who also offer a third type of exhaust systems used in early versions of the Mk.1.

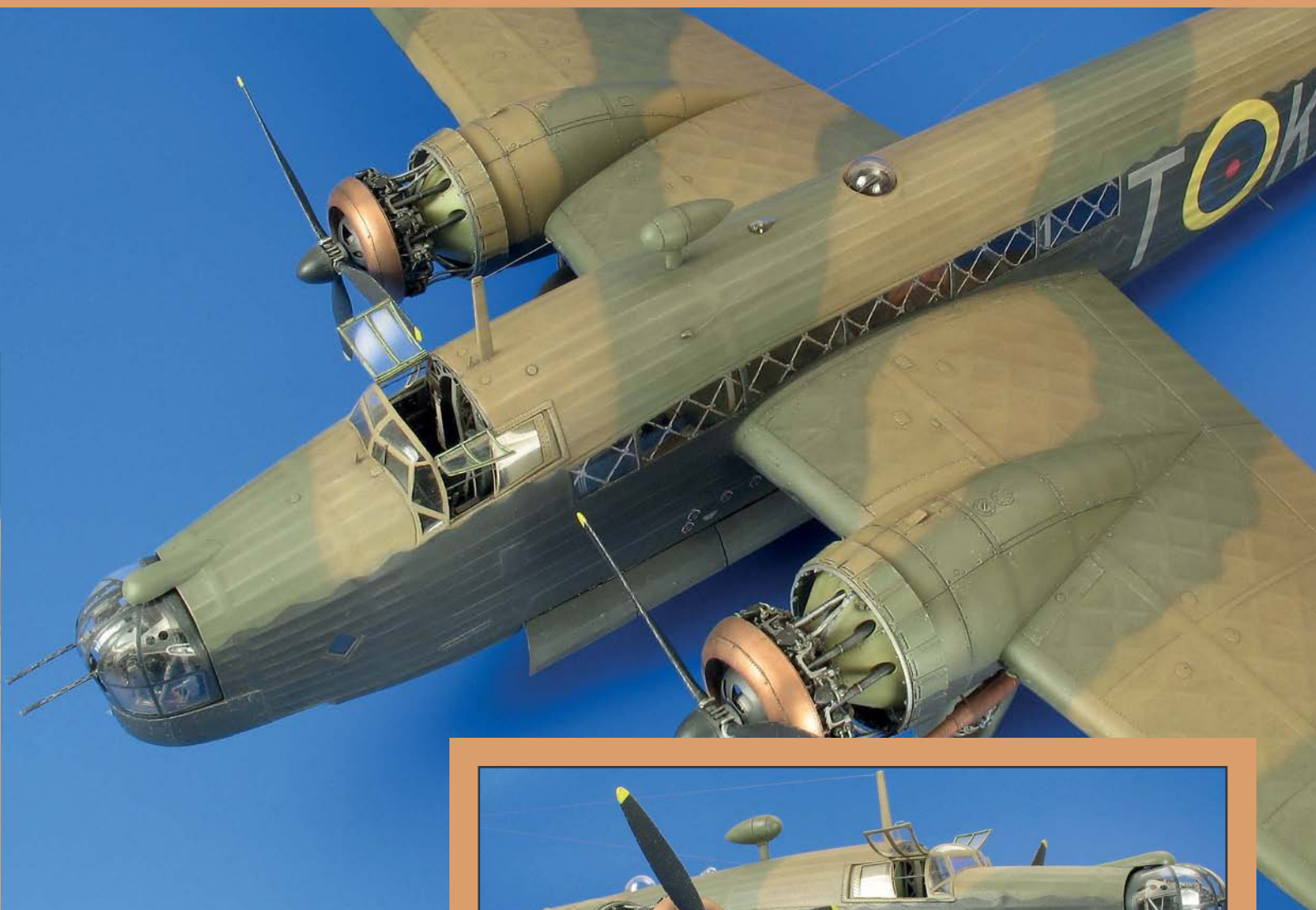


If you want to open the flaps, you have a choice of sets from Eduard and Griffon, I was impressed by Eduard's photo etch flaps. They are very realistic and acceptably thin, but again are little more difficult to build. The Griffon flaps are cast in resin, stronger but have less detail, but still acceptable. Their advantage over the photo etch is easier placement to the wings. The interior of the flaps were painted as per the original natural metal finish.



The KX-T aircraft flew in classic camouflage pattern of night bombers from the beginning of the war; it was a combination of Dark Green and Dark Earth colours on the top and black on the lower surfaces. Black paint was applied up on the sides of the fuselage above the side windows and had a wavy colour transition. I used only the GSI color and Mr. Surfacer 1000. Black paint on a model is always problematic as it is important to use the right shade of black, a grey-black colour for scale effect. I mixed the black GSI with a grey tinted Tire black GSI in 1:1 ratio. I drybrushed lightly the protruding structure of aircraft. After painting I applied the excellent Tally-Ho decals over a gloss surface to avoid the dreaded silvering. Unfortunately it appears that this company has disappeared. The company offered two sets of Wellington decals. In the second sheet (48040) KX-T with German markings, is included but on the sheet are the British national insignia for another machine, so you must combine all decals for the configuration before it's capture. Code letters on the sheet look much darker than on the decals offered by other manufacturers', but after application on the black surface I was surprised that the colour looks exactly as it should. The red and white stencils were then applied on the surface of the aircraft.

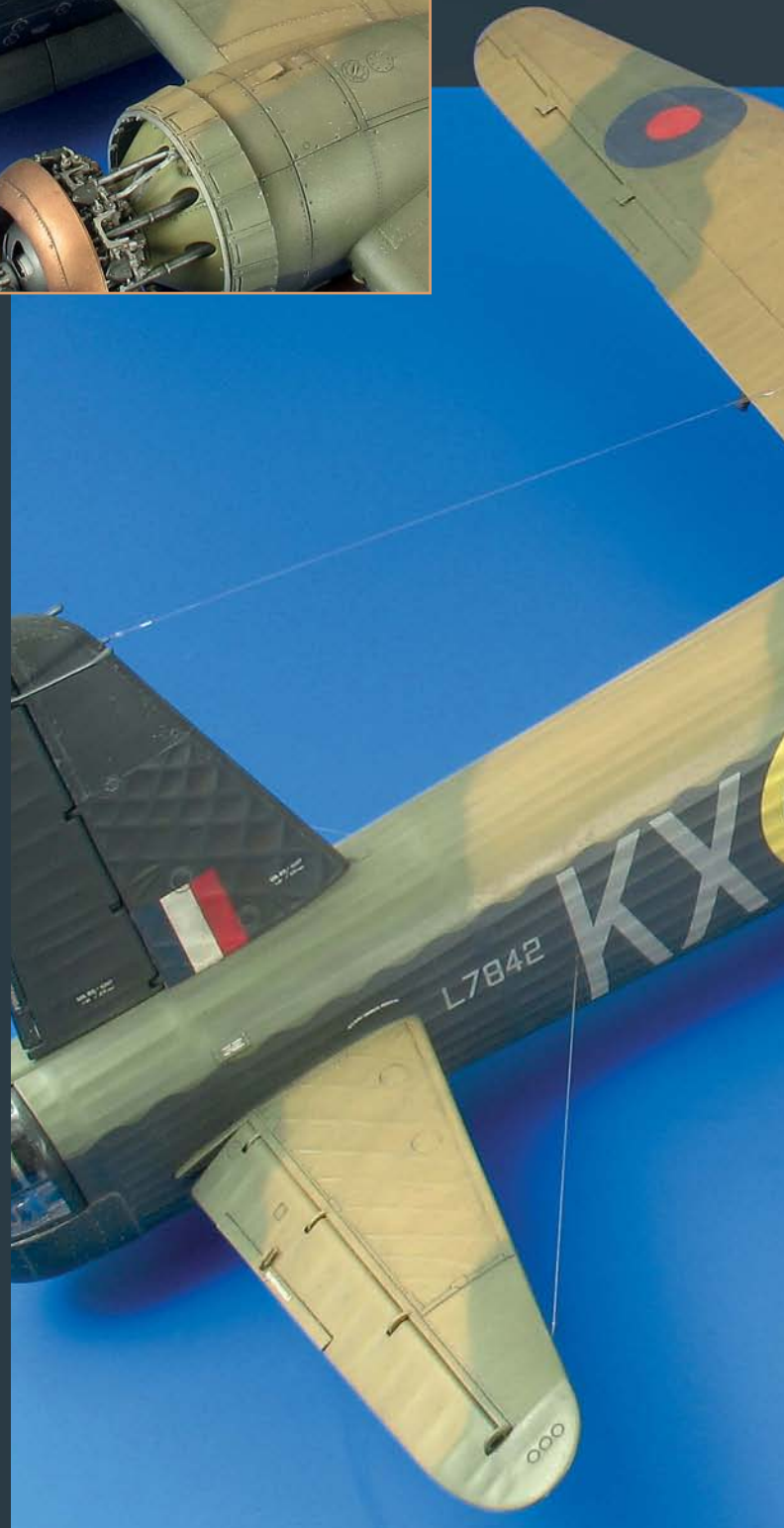


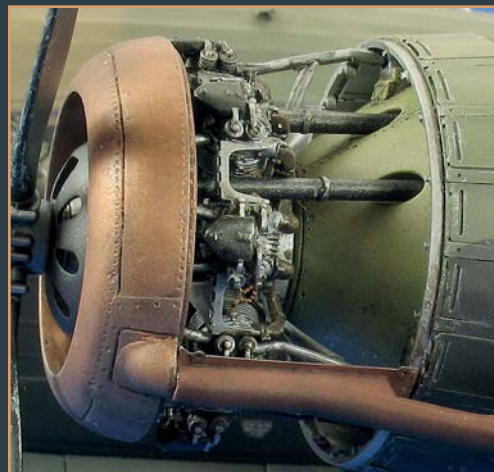


Unfortunately, their location placement is not shown in the instructions so I referred to some of the available reference photos. I'm glad I persisted as they certainly liven up the surface of a large model. Finally I airbrushed all surfaces with GSI matt varnish.

The construction of this kit was an example of a compilation of accessories sets from many manufacturers, the vast majority being Czech. In contrast with other models there was less chance of scratch building details, for example it would be impossible to scratch build the bomb bay to an equivalent detail level of the photo etch. Whilst I enjoyed this project, it did take me a very long time to complete due to using all the detail sets however it was time well spent and definitely worth it.







Accessories:

Photoetched sets Eduard:

- 48548 - exterior
- 48549 □ flaps
- 48550 - bomb bay
- 48552 □ bomb wings
- 48559 □ middle fuselage
- 49045 - seatbelts
- 49369 - cockpit
- Eduard masks EX195
- CMK interior set 4181
- CMK engine set 4182
- CMK bomb bay 4183
- CMK podvozkový set 4184
- Quickboost exhausts:
- 48152 - version Mk.I
- 48158 □ version Mk.IC □ late type
- 48164 - version Mk.IC - early type
- Quickboost fuel drainage:
- 48208 - with closed flaps
- 48217 □ with opened flaps
- Quickboost guns □ 48277
- Griffon wheels 48057
- Griffon flaps
- Rob Taurus 48033 - canopies set
- Pavla gun turrets 48018
- Pavla cockpit 48010
- Tally-Ho decals
- 48039 - part 1
- 48040 - part 2

References:

- Vickers Wellington, 4+ publications, 2003
- Wellington in Action no. 76, Squadron
- Signal 1986
- Modelar Extra no. 6
- M.Pajer,Vickers Wellington, edice Triada,
- Nase Vojsko,1987



The Red Arrows BAE HAWK T-2

ALBERT TURECZEK / REVELL 1:32ND

The RED ARROWS are one of the world's most famous aerobatic teams. Every year they thrill thousands of spectators all over the world with their flying skills. They do that with their famous red aircraft and since 1979 this has been the BAE HAWK T-2.

A lot of manufacturers have taken this striking airplane into their range of models, mostly in 1:72nd scale. Now Revell has taken up the challenge of producing the model in 1:32nd scale. The kit depicts the aircraft with the new paint scheme, used since 2009. Even though the actual plane is not really that big, the model is quite impressive in 1:32 and there will be a lot to look at on the finished model. The Hawk is a beautiful aircraft with sleek lines and Revell has captured that well overall and the model is easy to build.

However there are some difficulties along the way and certainly there is room for improvement.

I did not want to make this into an all out crusade to achieve the ultimate model of the Hawk, it was tackled more as an easy build to 'clear the decks' after the last major modelling project and gain strength and inspiration for the next one! Sometimes it is just so nice to return to the basics and get something finished quickly. That was the plan, but as so often in life it turned out a little different.

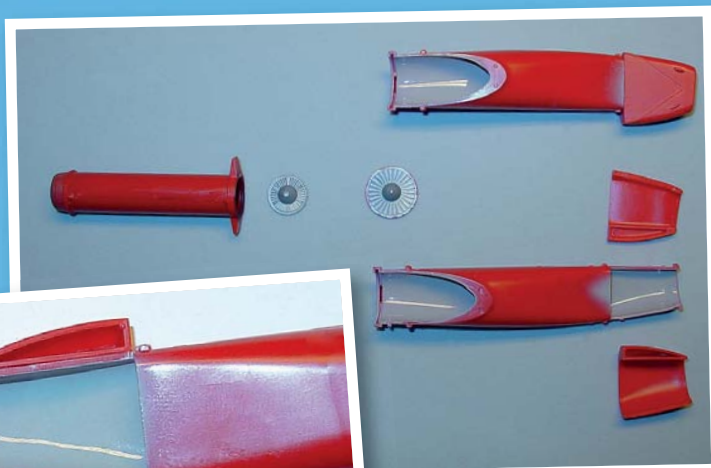


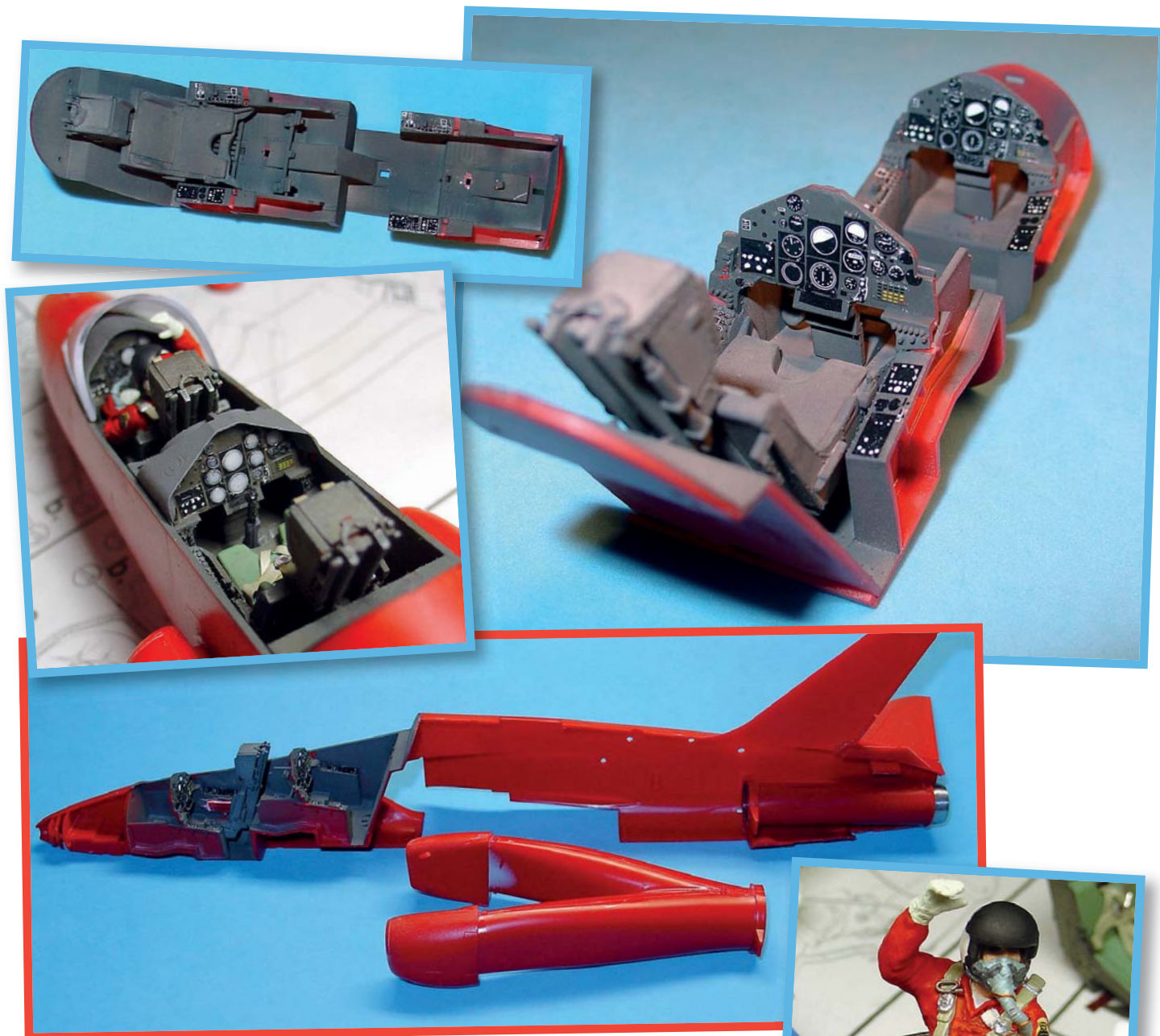


Building The Hawk

AIR INTAKES

Quite unusually, the build does not begin with the cockpit but with the side intakes, which are a construction section on their own. The Adour engine of the Hawk is not very large and occupies only the rear third of the entire fuselage. Two air intakes lead from each side into the jet engine. They had to be built and painted prior to installing. I used light aircraft grey to paint the inside. The chance of seeing any detail on the inside of the air intakes, or even the engine intake on the finished model is almost non-existent, but you never know, better safe than sorry! The fitting of the finished air intake section into the fuselage halves is not without problems. The edges of the air intakes are joined with the outer edges of the airframe. This means they have to be aligned to the outer fuselage of the aircraft. Due to different material thickness and raised ejector marks on the fuselage inner face, there is quite a lot of sanding necessary to get this accomplished. The engine itself is just a hollow pipe and I painted it black grey on the inside. The little part of the exhaust which extends through the frame was thinned and covered with lead foil for a realistic appearance.





COCKPIT

Now it is time to pay some attention to the cockpit. The Hawk has a tandem cockpit with large glass areas and good visibility. Of course this also allows a good view into the cockpit of the model and even though the kit parts are nice, they can really do with some extra detailing. Revell offers the option of an open or closed canopy. The standard configuration is open, so if you want it closed, you will have to cut off the two tabs which are moulded on. Just keep in mind that the canopy part is made of fragile clear plastic and will break easily in the wrong place if you are not careful. On top of that, the area will have to be sanded smooth, just millimetres from the clear windows. This is a flaw in the design of the part and could have been handled more elegantly. The kit features nicely detailed MK 10 ejection seats, which are made up of several parts. They fit well and look good.

The instrument panels come with raised detail and there are decals provided for them. I added glass parts for the instruments, punched out with my punch and die set. I glued them into place with white glue, which at first was very milky but dried up nicely and regained transparency. The seat belts are provided as decals and that really is a joke at this scale in my opinion. Anyway, I wanted my Hawk with a closed canopy and a pilot waving to the crowd as he taxis along for yet another start of a display. I have seen and photographed that scene often and I thought it would be a cool way to display the model. Revell does not provide a pilot figure in the set. I found a suitable one in the range of PJ Productions.

A NATO pilot would have to do. The pilot sits relatively low in the actual aircraft. This way I found out that the kit seats are too high and they had to be heavily modified to position my pilot correctly. But that was not the only problem.

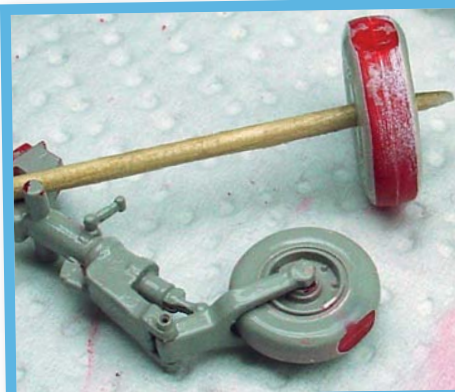
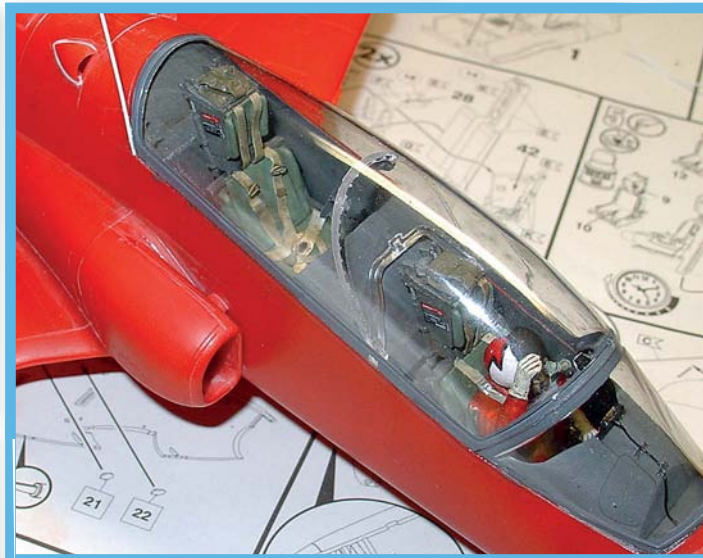
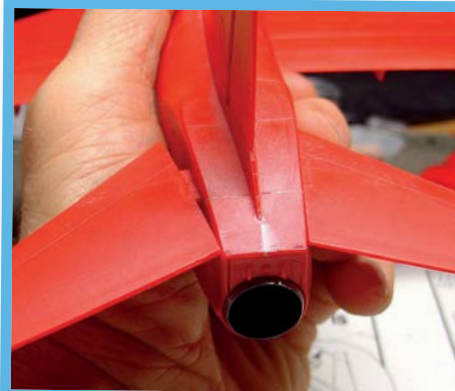
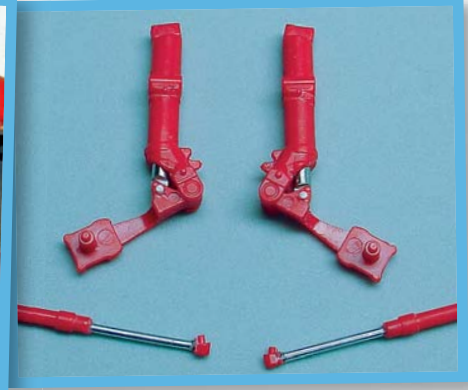
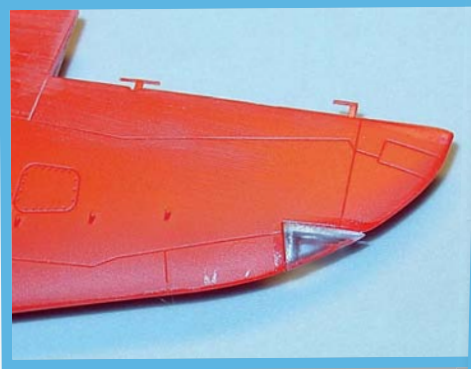
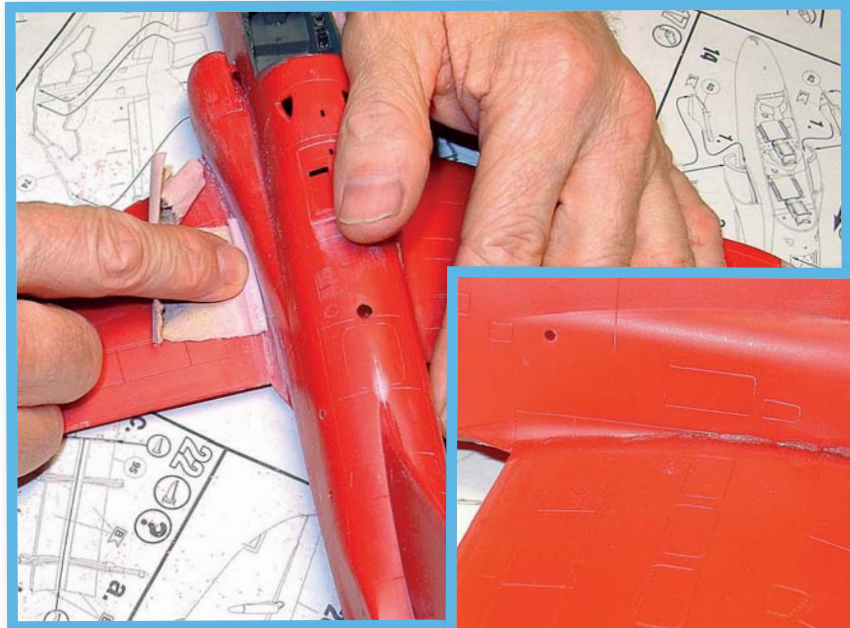


I had to cut and reposition the waving hand. On top of that there was no room in the narrow cockpit for my pilot, so the legs had to go as well. I hope the RAF will forgive me for that!

I had then only to fit the painted pilot into the modified seat and strap him in with lead foil. I used only one pilot, as this is the standard configuration for displays. Additionally I fitted the canopy with a handle, 4 rear view mirrors 2 support struts and a GPS unit.

AIRFRAME & WINGS

After joining the two fuselage halves together, with the difficulties mentioned earlier, it is time to fit the wings. They are made up of 3 parts as the under wings are one solid part. The flaps are designed to be hinged and moveable. This is not a good solution in my opinion as the hinges are very fragile and easy to break. They have to be installed at a time in the building process where there still is a lot of work and handling on the model left to be done. Mine broke off so many times that I glued them in fixed position. The next item on the 'to do' list is the aligning of wings and fuselage. The fit of the parts is not impressive. I filled the gaps with red resin. This had to be sanded down afterwards and resulted in loss of some of the fine surface structure, which of course had to be re-scribed.



Painting & Decaling

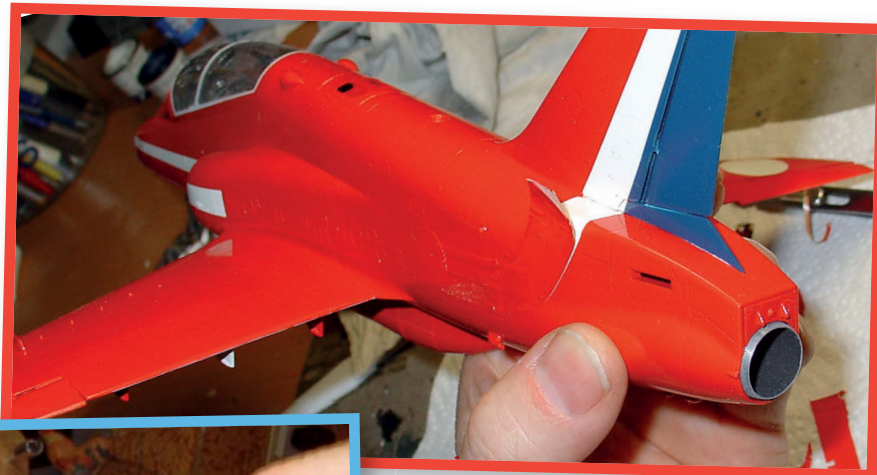
The decal sheet provided by Revell is very comprehensive and well printed. All the things you need are there, beside the printed harnesses, which I mentioned earlier. The paint scheme of the Red Arrows Hawk is as striking as it is simple, basically you can just paint the model in red and apply the white stripes. I was worried about the covering ability of the white decal over the signal red, which is a very powerful colour. I was afraid that the red would show through, wash out the white and turn it into a light pink of some sort. Not the thing you want on a display jet. The reproduction of the striking paint scheme in the right colours would really make or break the model. I gave some thought to finishing the airplane in the old paint style used until 2009 with an undisrupted white stripe along the sides all the way from the tail to the nose. This would also considerably ease the next step in my project, which was a little off the original plan. I decided on painting the white instead of using the decals. The idea was to first prime the model and paint it in white overall. After that the white parts would have to be taped off and finally the red colour coat would be applied over the entire surface.

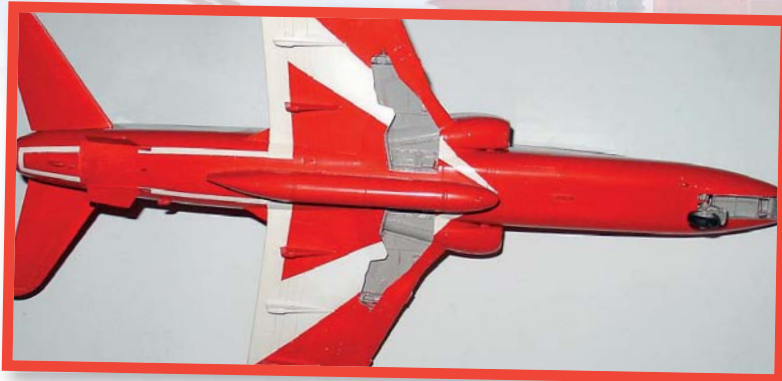
I like a challenge, and after a close study of research photos I decided that the new paint scheme was the coolest after all. So now I faced another problem, which was the big ROYAL AIR FORCE livery incorporated in the side stripes, which would have to be taped off as well. I had no masking for that. I decided on using the decals from the kit as mask. After painting the white I taped off the side stripes and added thereafter the decals directly onto the tape. After this process I carefully cut out the letters with a very sharp No 11 scalpel blade.

This took quite a while. At that stage I discovered that the Revell supplied decal stripe is not placed correctly. It leads straight into the nose and not into the pitot as it should. This is placed just a little above the nose.



I used the same method for all the white parts including the roundels on upper and lower surfaces. The extra work paid off, my white is really white. You can spot the difference on the nose section where I made a mistake. I forgot to mask the space needed for the crest. I solved this by using a double layer of white decal before applying the crest. My approach had left me with plenty of the white spare decal for that.





Final details

The landing gear is nice and I only replaced the oleo struts with metal rod. The tires were flattened and I modelled weight simulation on the sides with the help of a thermal knife and modelling wax.

The nose light is good and fits perfect. Here I placed aluminium foil on the reverse to reproduce the parabola effect. The exhaust for the APU and the small side openings were fitted with tubes made from aluminium and copper, as you otherwise could see right in or through the model. The pitot was replaced with syringe needles, fitted into each other and finally the pipes in the rear, used for spraying diesel oil into the hot exhaust for creating the coloured smoke in the sky, were replaced with brass tubes.

The new Hawk from Revell is a nice addition into their range and it was fun to build. It is a beautiful aircraft and will surely prove popular. After all, you decide for yourself just how much trouble you want to go through to create an eye-catching replica of an attractive aircraft.



HAWK T-2

Walkaround



PHOTOS BY ALBERT TURECZEK

Every year these famous aircraft attract large crowds with their stunning performances over airfields all over the globe as they draw fantastic figures in the skies. This is of course of the legendary RAF display team the RED ARROWS. The team is amongst the top aerobatic teams of the world and they have a full display calendar every year. The standard configuration of the team is 9 aircraft with which they perform their most known figure, the diamond nine. The team was formed in 1964 and is a fusion of two competing teams, the RED PELICANS and the BLACK ARROWS. The nine-ship formation was adopted then and the new team was named RED ARROWS. The logistics and the cost surrounding such a well-trimmed organisation like this are stunning.

On the personnel side, there are 80 engineers and technicians beside the 9 pilots involved in getting the show on the road, or better still, in the air. A potential RED ARROWS pilot is not an ordinary pilot. He must have logged a minimum of 1500 hours over 3 years of flying time on fast jets.

Beside that he must have at least one assignment as combat pilot on one of the worlds hot spots. Every year nine aspirants are invited into flying training. Only 3 pilots will be accepted as display pilots. They will then wear the famous red flight suits for a consecutive 3 years period, after which they will return to ordinary duty in the RAF.



01



02

01-03 A pair of RED ARROWS Hawks start in Leeuwarden, Netherlands for a display, September 2011.

In Leeuwarden, due to accidents and illness amongst the crew, the RED ARROWS flew a special programme with only a 4-ship formation, which was well appreciated by the crowd



03



04-09 Display in Roskilde, Denmark. The RED ARROWS were not only performing at large-scale events. In 2009 the team visited this small country airport, causing a complete traffic gridlock on the small roads leading to the charming provincial airfield.

The RED ARROWS fly 3 times a day, 5 days a week all year round. In the cold, dark winter months they leave England and deploy to Malta. The home base of the RED ARROWS is RAF Scampton in Lincolnshire and the budget for a year of flying operations is 6 million pounds. That was also the reason why the display team in 2004 came under consideration for budget cuts, which hit the RAF pretty hard. The significant PR value of the team was surely the reason why this did not happen and the team managed to stay clear of the cuts. In the past 40 years the team has logged 4300 displays in 53 countries, a truly remarkable achievement. Even though the job is inherently dangerous and the team is performing with fast jets within a few feet of each other there have not been many accidents. 2011 however was a true 'annus horribilis' for the RED ARROWS. On August the 20th RED 4 crashed into the ground during a show in Bournemouth, Dorset, killing its pilot FltLt Jon Egging. Only 3 months later, on November the 8th, the ejection seat in RED 5, which was at that time taxiing in preparation of a sortie, accidentally fired. FltLt Sean Cunningham died from the injuries received from the tragic misfiring.



BAE HAWK T-2

Since 1979 the RED ARROWS have flown the Hawk T-2. This aircraft is used in the RAF for pilot training and is extremely well suited for aerobatic display flying. The Hawk is throughout a British engineered and built plane and powered by a ROLLS ROYCE ADOUR jet engine. It is able to reach a speed of Mach 1.2 and a maximum height of 48000 feet. The range of the aircraft is 1000 nautical miles with external tank. The planes are painted in striking red, with white and blue livery on each side. Until 2009 there was a white stripe along each side of the aircraft, with the RAF name in black incorporated on the nose. From 2009 the design changed with the ROYAL AIR FORCE name now being incorporated as part of the white stripe, much larger and on the sides. This is exactly the version REVELL chose for the model.



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10-17 2011 in Duxford the team presented this mock-up from a former airframe. The flight instruments are identical with the ones in the actual planes.



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18 This tight configuration is a normal thing for the RED ARROWS. Only a few feet separate the planes.

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18-22 2008 during a display in Yeovilton, Somerset. Here are the aircraft still wearing the old paint scheme with a white stripe along the entire fuselage, maybe an alternative to the new REVELL decal?

The Red Arrows





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23 The team re-deploys after a display. All 9 aircraft plus the spare are taxiing in Yeovilton 2008

24 A technician with a blue suit in the cockpit of this Hawk on the return flight from Yeovilton to Scampton. Note: an edition of the Daily Mail on the dashboard, hardly to be found there during a display.

25 Not only the RED ARROWS use the Hawk for aerobatic display. Last year a woman piloted the official RAF display Hawk. FltLt Jules Fleming during a display in Leeuwarden, Holland 2011



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1:32



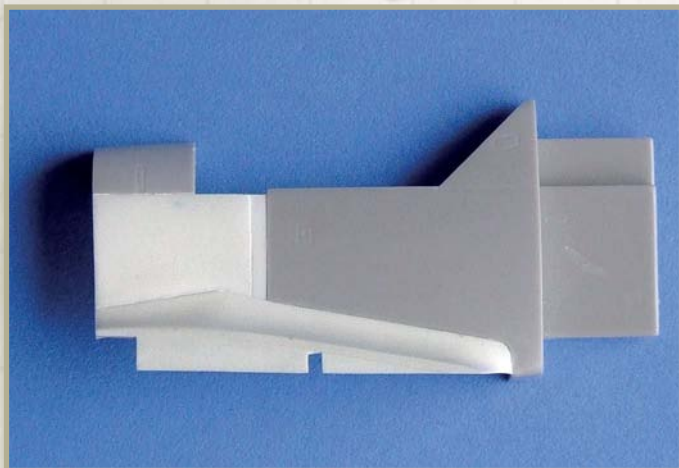
RADU BRINZAN'S

Italian STALLION



If the Messerschmitt Bf.109 G-10 was the ultimate version of the famous German fighter, the Erla-built G-10s was where the peak in performance was reached. Powered by the Daimler Benz DB 605 D engine delivering 1850PS and assisted by MW50 boost, the Erla Bf.109 G-10 was able to keep up with any foe it came across in the skies. A new nose cowling was devised to house the oversized supercharger and nose machine gun feed mechanisms while keeping the airframe lines as streamlined as possible. This much smoother nose replaced the bulges of the earlier types, but as a result the nose panels stood proud of the fuselage where they met the firewall. New large fairing panels had to be attached on the sides of the nose, under the canopy to blend in the fuselage with this larger nose. Unique to the Bf.109 G-10 aircraft built by the Erla factory, the blending panel on the port side was square unlike the similar panel on the starboard side which was rounded, just like other G-10 airframes. Other instantly recognisable features were the absence of the "chin bulges" used on other G-10 airframes and a wider but slightly shallower oil radiator. In his 1999 book "Messerschmitt Bf. 109 G-1 through K-4" in an attempt to catalogue and label all variations in nose panels, Jean-Claude Mermet labelled this unique arrangement as "Type 100 Cowling". This was not a Messerschmitt





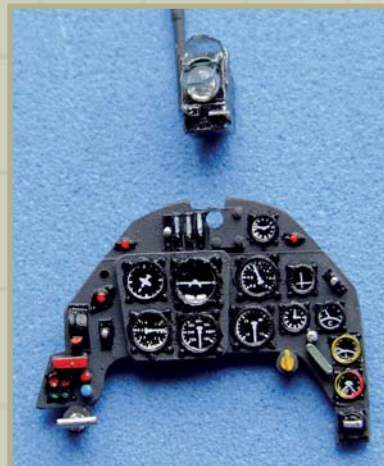
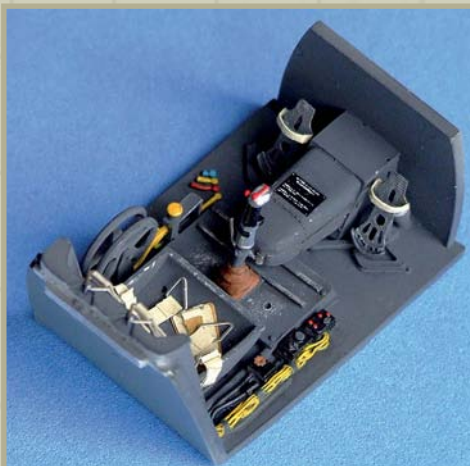
The Eagle Editions kit provides a complete replacement port fuselage section. Because this resin part was expanded, I had to cut the relevant parts from it and with careful surgery, they were grafted to the modified kit part.



The internal cockpit sills and triangular windscreen quarterlights were scratch-built.



The excellent MDC cockpit set was combined with the RB Productions seat belts.

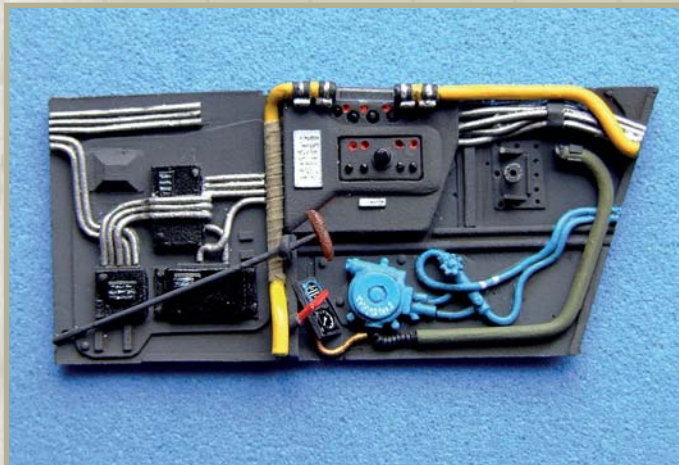


The cockpit parts were painted with a mix of Tamiya and Lifecolor paints. The MDC kit provides an excellent set of dial decals. The gunsight was fitted with a clear plastic lens.

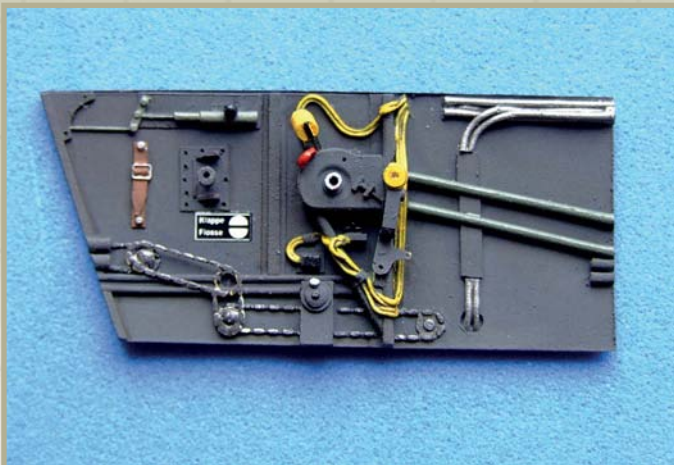
label, but to this day it still remains the recognised label for this engine and cowl arrangement.

Messerschmitt Bf.109 G-10 W.Nr. 491407 was built by the Erla factory and was flight-tested on 18 February, 1945. It was among the last batch of Bf.109 aircraft delivered to Aeronautica Nazionale Repubblicana, where it joined 1o Gruppo and was given the code 3-5. On 14 March, during an undercarriage repair, it was photographed a number of times and these photographs are published in many books on Italian Bf.109. Shortly after those

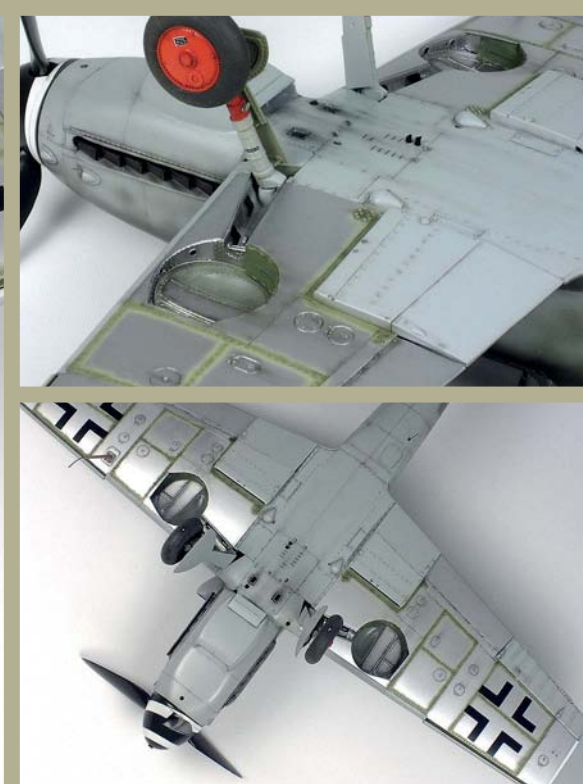
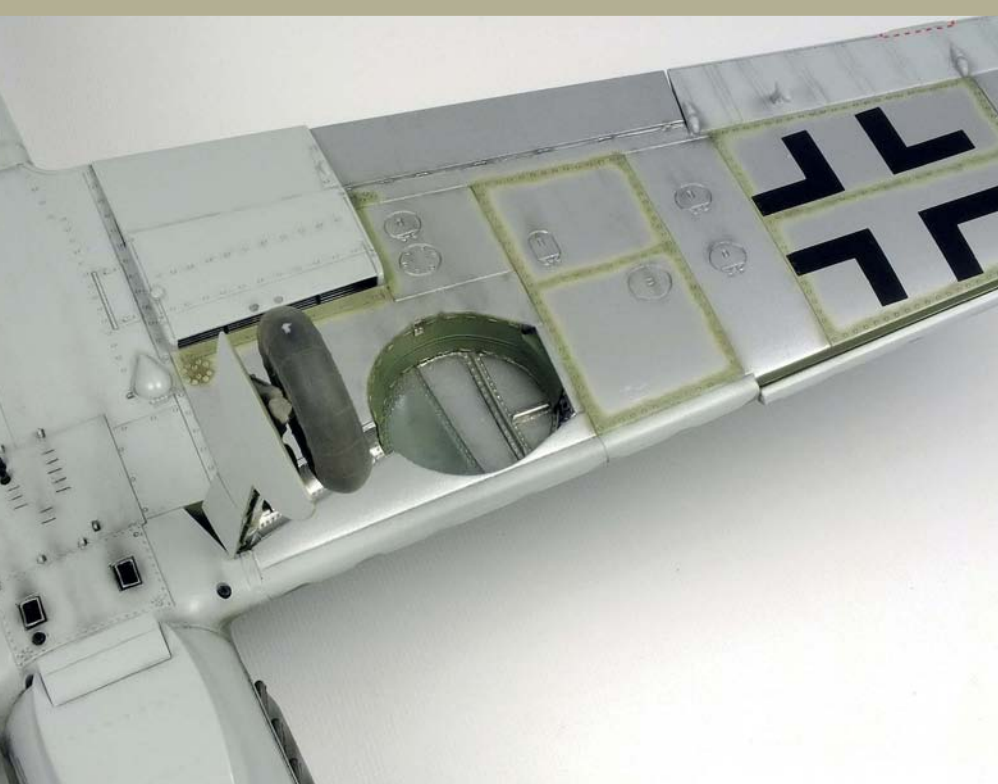
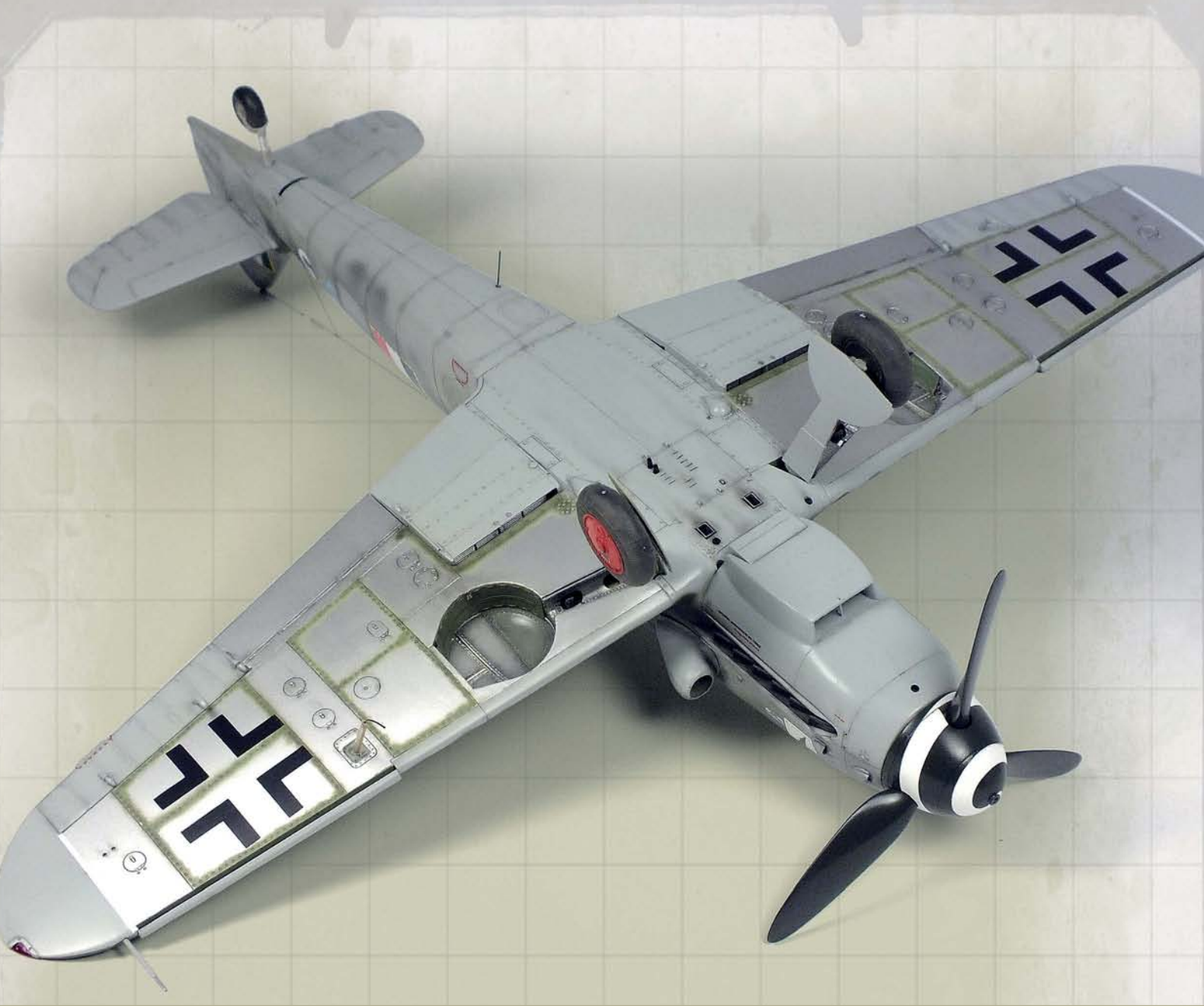
photos were taken, while flown by Cap. Cesare Marchesi this Bf.109 was engaged in a combat with P-47Ds of the 305th FG, as a result of which Cap. Marchesi made an emergency landing at Ghedi, where "3-5" was abandoned, thus putting an end to the very brief career of this particular aircraft. The combination of airframe features, markings and colours as well as the relatively rich photographic record available makes this aircraft a very attractive subject for a model. This model is based on a Hasegawa Bf.109K-4 kit (the Revell boxing) updated to a Bf.109G-10 "Erla"

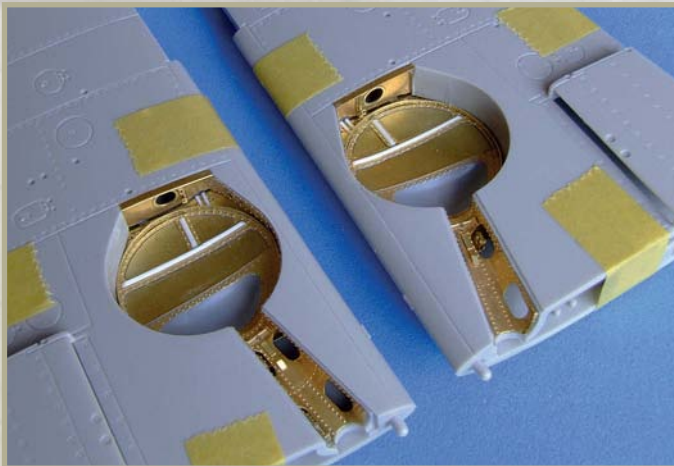


The various conduits and cables in the cockpit were painted according to the colour standards, such as blue for oxygen and yellow for fuel. The thinner electrical cables were painted yellow. The larger cables were painted silver

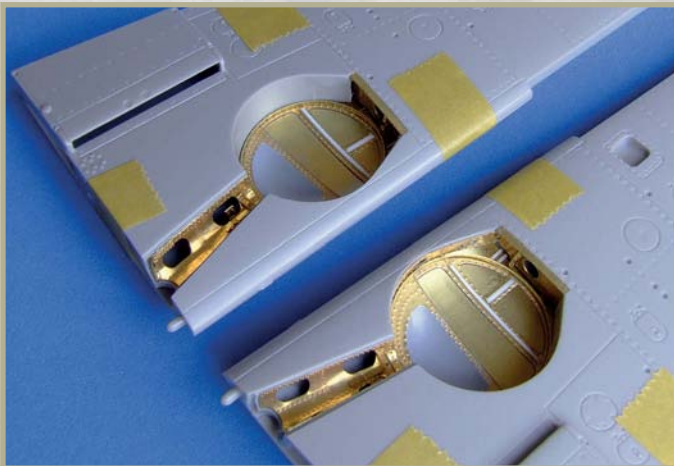


as usually these large cables were covered with a woven screening armature that prevented them from interfering with various instruments.





The wheel wells were improved by the addition of the RB Productions wheel well detail set. Some of the stringers on the roof were replaced with plastic Evergreen rod.



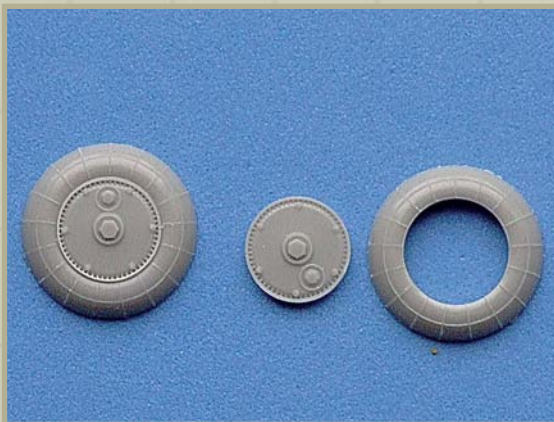
The kidney-shaped indentation in the wheel well roof was blended in with the help of Mr. Surfacer primer.



The wheel wells were painted Aluminium to simulate an unpainted wheel well. The panels with the kidney-shaped indentations were painted a "primer" colour because on the real aircraft they were pressed steel. The photo-etched "fabric liners" at the rear of the wells were shaped and primed.



The large resin nose was glued to the fuselage and primed with Mr. Surfacer.



Improvements made to the kit wheels were simple but the upper sections of the wheel covers were scratchbuilt from plastic sheet.



The primed nose was polished and some panel lines were rescribed.

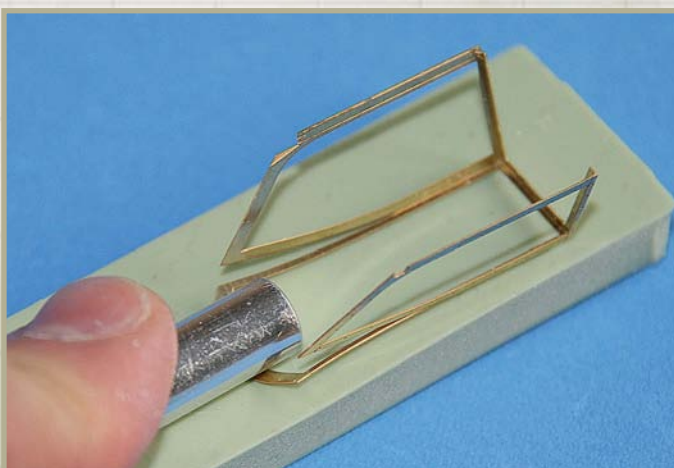


After the wings and fuselage were joined, the model was ready for painting.





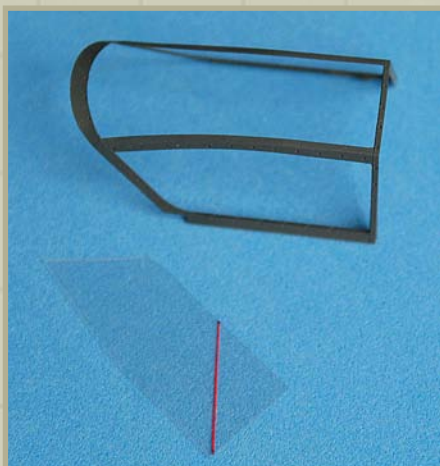
Assembling the RB Productions Erla canopy begins by folding down the flat side panels.



Then the rear part of the frame was curved by placing the part on a rubber mat and rolling a cylindrical object (a scalpel handle in this case) of it.



After the parts were shaped, the frame segments were glued together and the canopy was polished and then primed with Mr.Metal Primer. The frame parts were painted RLM83 and a thin red "horizon" line was masked and sprayed on the clear side panels. Then, the clear parts were glued in the

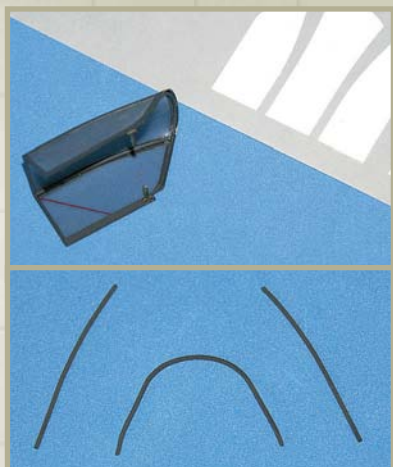


frame. The corners were tacked with small dots of surep glue to keep them in place, and then Johnson's Klear was run along the edges of the clear parts to seal them in place.

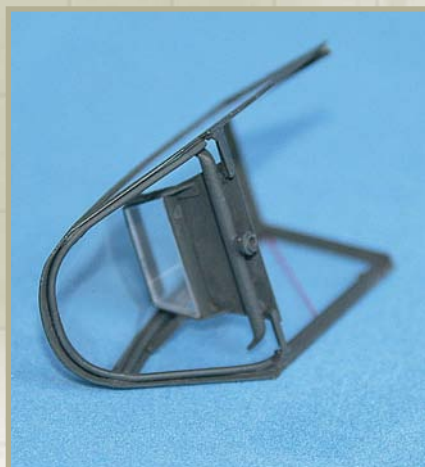
with the help of the Eagle Editions resin nose conversion. To improve various areas, I also used the RB Productions photoetched wheel wells, RB-Productions Erla photo-etched canopy, the MDC resin and photoetch cockpit, RB Productions seat belts and some scratch-built parts such as landing gear doors, battery cover in the cockpit, wheel hubs replaced, springs, antennas, etc. The model was painted Lifecolor, Gunze Sangyo and Tamiya Acrylic paints. The decals are a combination of Sky Models Decals for the serial number, aircraft number and unit badge and Stormo Decals for the national insignia, completed by the in-box Revell decals for all the stencils.



A new late pattern battery cover was made from plastic card.



Curved frames were made from 0.5mm Evergreen round stock and glued inside the frame. Then the clear parts were masked inside and out with masks cut with a plotter. The interior frames were sprayed RLM66 and the exterior frames were coated with satin varnish.



The canopy was completed by the addition of the photo-etched headrest/armour. At the back of the head armour, I added the tube of the de-misting device, which was scratch-built from Evergreen 1mm round stock.



Mk.1 **Hawker** **HURRICANE**

PAUL ALDERTON
RE-LIVES SOME MODELLING MEMORIES



TRUMPETER 1:24 SCALE



One of my earliest recollections of modelling as a child was of receiving the 1:24 scale Airfix Hawker Hurricane 'super-kit', probably in the early 70's, as a Christmas present. I remember being fascinated with the fantastic detail, the engine, cockpit and gun bays all moulded in Airfix's white plastic (or was it light blue?) Of course at the age of around eight or nine years old I built it all in one day with tube cement, didn't paint any of it and added the "transfers" (AL-K as I recall) and then hung it from my bedroom ceiling with thread. **Fantastic!**



The Battle of Britain Hurricane Mk 1's have long been one of my favourite aircraft. I don't quite know why but probably the simple construction, robust undercarriage and the fact that it really was the unsung hero of the battle in many ways has always made it more appealing to me than the Spitfire.

Back in 2005 I travelled to the USA and visited the IPMS Nationals in Atlanta, Georgia. At the show I bought the superb Aero Detail 12 on the Hawker Hurricane, a Hasegawa 1:48 scale Hurricane Mk1, a CMK update for the cockpit and a set of Techmod decals. As usual I returned home full of good intentions but before long something else caught my interest and the Hurricane sat half finished (with lots of other kits) on the shelf for the next few years. It's still there! Then I caught sight of the big 1:24 scale Trumpeter Hurricane Mk1 kit at the UK's Northern Model show in 2008 and my childhood memories came flooding back so two minutes later and I was £50 lighter with a big box under my arm.

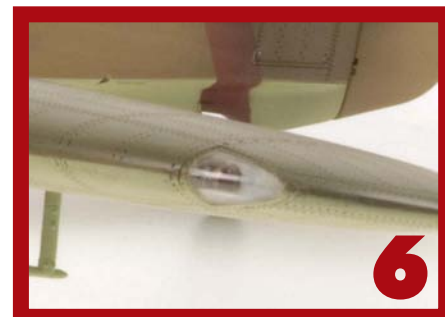
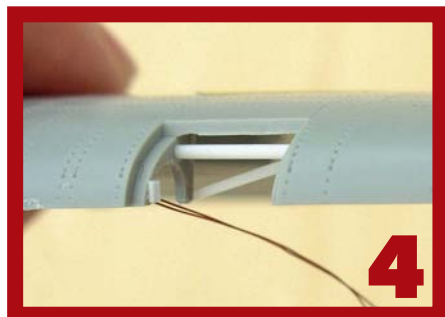
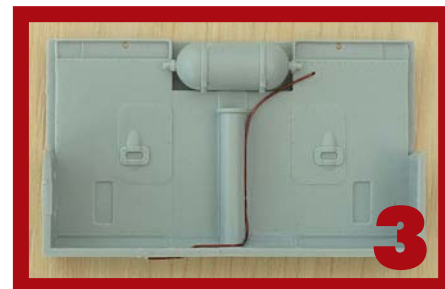
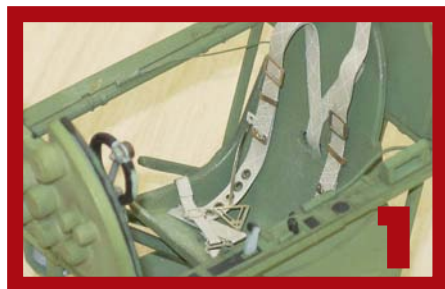
This kit (Trumpeter Item No 02414) is excellent, although not without its faults. It has a few gimmicks such as left and right engine panels in clear plastic, rubber tires and engine harness. The photo etched seatbelt is poor and the decal sheet is wrong – the red being too bright and the codes being white rather than grey, but overall it is a superb kit very accurate in shape with fantastically clear transparencies and an excellent level of detail including in-scale rivets. Those who want to, could really go to town on it as far as extra detail is concerned, but I wanted to build it pretty much straight from the box. I did however buy an Eduard pre-coloured seat harness (23005) which is

far superior to that supplied in the kit, and an aftermarket decal sheet from Techmod (24003) with two options for Battle of Britain Hurricanes from 303 (Polish) Squadron. The aircraft I chose to build was RF-J flown by Flt Lt “Johnny” Kent (a Canadian!) in September 1940 which had a distinctive red band on the tail.

I did make a few slight improvements which I’ll describe. **01-02** Firstly, to the cockpit I added the Eduard seat harness and made a compass from a piece of acetate punched with a Historex punch and die set. I also added a few wires here and there based on the reference pictures in the Aero Detail book and then after painting

I added a few chips, scrapes and some dust with Mig Productions European Dust. Just before finally attaching the windscreen I added the reflector gun sight cut from acetate and some small pieces of scrap photo etch cut from engine deck screens from a 1:35 scale Tiger 1 detail set.

03 To the wheel wells I added a single wire and the only improvement needed to the undercarriage itself was to the inside of the undercarriage doors where I added the brake lines from lead wire with aluminium cooking foil for the small fasteners. I also hollowed out some of the linkages on the undercarriage legs using a drill and a small burr.



I added some detail to the kit radiator by gluing some mesh from (I think) a Tamiya 1:35 Möbelwagen to the front and back and then some plastic strips to represent the vertical braces. This was painted in flat black before dry-brushing lightly in Citadel Chainmail. The radiator assembly was not attached until the final painting had begun.

04 The landing lights in the kit are over simplified. Again referring to the Aero Detail book I added some internal wing structure from plastic rod and strip, a small electrical junction box and a couple of wires.

05 The landing lights themselves seem to be one of two types – either a standard, sealed beam type of light, or – as I tried to depict – a reflective dish with a rear facing bulb supported by a three-legged mounting

attached to the rim of the reflector. Foil from a chocolate bar was burnished onto the modified kit part and then the three leg mounting was made from wire with a piece of plastic rod for the bulb mount. All was painted black with the electrical wire connected to the bulb before attaching the pre-masked (Tamiya tape) lens cover.

06 The wingtip navigation lights were simply painted in clear red and blue with satin gold to simulate the brass body of the lamps. Again I added a small electrical box from strip before painting all in a matt silver colour before adding the lamp and then the pre-masked cover.

07 The kit exhausts were assembled and I then thinned out the pipes with a drill and

small burr. I then added the prominent weld beads with a pyrogravure, smoothed off with some liquid poly. I left them off until after painting was complete. They were first airbrushed in Gunze Dark Iron, and then I added a touch of Satin Gold before polishing with a soft cloth. They were finished by adding three or four well thinned washes of Vallejo Khaki Grey.

08-09 Probably the worst part of the kit is the propeller. The blades look like no Hurricane propeller I’ve ever seen so I reshaped them with some Tamiya side cutters, files and wet and dry paper. The finished blades (on the left in the picture) aren’t perfect but look better than those straight from the kit.

10 The area behind the canopy where the antenna is mounted was detailed by adding the three reinforced panels around the identification light, antenna mast and antenna wire entry hole with plastic card. I also added a piece of thin tubing for the antenna wire to pass through into the fuselage. I modified the antenna mast by adding two small triangles cut from a scrap of PE fret. I drilled a small hole in the end through both pieces of brass once I'd attached them to the mast and then through that hole I threaded a small piece of stretched sprue.

I cut the sprue so that around 1mm protruded from each side and then rounded over each end by holding a soldering iron close to it. This allowed me to part the brass triangles slightly and pass the antenna wire through and down into the fuselage once painting was complete. I also drilled through the pole on top of the rudder so I could attach the other end of the antenna from a thin piece of copper wire after assembly, again referring to photographs in the Aero Detail book.

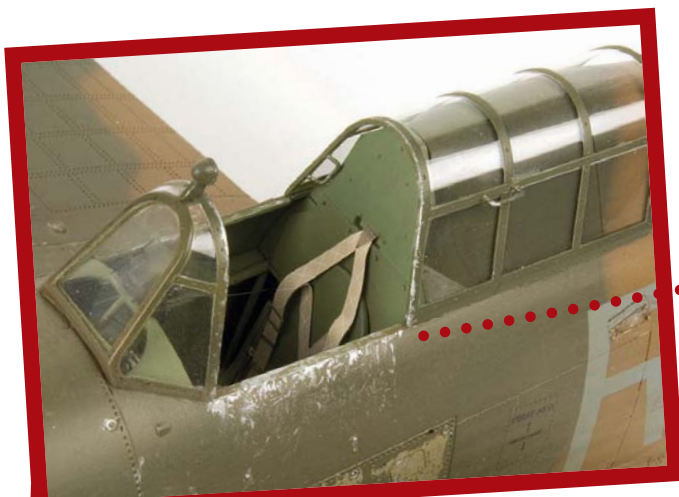
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I followed the assembly instructions throughout although I did leave off a lot of the engine details and the wing mounted guns. I added the fuel tanks, the oil tank and the gun trays to the wings for added structural strength. The undercarriage, tail-wheel, antenna mast and rudder were not finally attached until painting was complete. Once I'd assembled the fuselage and sanded the join line I re-scribed any lost panel lines (in front of the windscreen) and added any lost rivet detail with a small drill.



**"I SPRAYED
HUMBROL
METALCOTE
POLISHED
ALUMINIUM OVER
THE METAL
SECTIONS OF THE
FUSELAGE AND
WINGS."**





As I previously mentioned, the landing and navigation light covers were pre-masked with Tamiya tape. I also used this to mask the windscreen and canopy. To apply the tape I cover the whole of the transparency and burnish around the panel lines with a cocktail stick. Then, using a very sharp pencil I drew along the join where the framing meets the Perspex before carefully cutting along the same lines with a new scalpel blade and lifting the tape from the frame. Then with a cocktail stick burnish the freshly cut edges again. Take your time and you will get excellent results. Before finally cementing the windscreen in place I masked and painted the frame on the separate armoured glass with interior green; once dry I removed the masking then attached it to the windscreen interior with Kristal Klear.

I then sprayed interior green over the exterior of the windscreen and similarly masked canopy hood before finally attaching the windscreen and masking the cockpit before painting the exterior.

I wanted to depict some worn paint around the cockpit which I'd seen on a picture in the Aero Detail book so I sprayed Humbrol Metalcote Polished Aluminium over the metal sections of the fuselage and wings. I also painted the dull red diagonal band (Tamiya flat red with a touch of flat black) around the rear of the fuselage. Once that was thoroughly dry after two or three days I carefully masked off the band and then began to paint the upper surfaces. I used Gunze Dark Earth/Dark Green/Sky, thinned 50% with cellulose thinners in a well ventilated area using a safety mask.

The paint was sprayed at around 25 psi from my Badger 360 airbrush. I painted the whole upper surface in Dark Earth, then marked out the camouflage pattern with a soft pencil and sprayed the Dark Green freehand at low pressure (about 5 psi) in two or three passes before filling in the remainder. Once this had dried I masked off and painted the Sky under surfaces. Once it was thoroughly dry I began weathering by removing the green under the cockpit with a flattened cocktail stick soaked in Tamiya thinners to get down to the aluminium underneath. This worked fairly well but with hindsight I wouldn't have painted the overall Dark Earth first as when I started to remove the Dark Green I first exposed the Dark Earth and had to do a good deal of fiddling before I got the effect I wanted.





The whole model was then given a gloss coat and the Techmod decals were applied with the Microscale decal solutions. The decals are superb but they are very, very thin and I'd recommend taking lots of care with them. The best tip I can give with the decals is to apply them to as near to the exact are on the model as you can whilst leaving them on the backing sheet. When you are certain of their position then slide them carefully into position. I tore one of the under wing roundels and had to use one of the kit decals with the centre of the damaged Techmod decal as the red on the kit sheet is way too bright. I did use a few of the kit stencils that weren't on the Techmod sheet.



Once I was happy with the decals, after a couple of days and repeated applications of setting solutions, I thoroughly washed off the excess with water and a touch of washing up liquid. I then darkened the panel lines and rivets by adding three or four washes of Rowneys Sepia drawing ink, thinned with a little water. I removed the excess with a dry cloth as I went along. After I was happy with that I airbrushed two coats of Vallejo Satin Varnish over the whole aircraft.

The walkways were masked and sprayed in matt black, as was the propeller and its hub. Final chips and scrapes were added with a fine brush and Humbrol Metalcote Polished Aluminium and a silver pencil. The undercarriage and wheel wells were painted in aluminium with a sepia ink wash, tyres and brake-lines in very dark grey before attaching them to the aircraft.



Mk.1 **Hawker** **HURRICANE**



The final details were added – pitot tube, step, antenna mast and wire (from copper wire taken from an old mobile phone charger), exhaust pipes and (once the rudder had been attached) the two rudder control wires on either side, each from three strands of the same copper wire twisted and painted in dark grey. Finally I added the red gun covers from Tamiya masking tape which were sprayed the same dull red as the fuselage band before punching them through with a drill bit. The exhaust staining and slight gun staining was airbrushed with Vallejo Dark Grey and an overall wash of thinned Vallejo Khaki Grey around the wing root walkways. To finish off I added some dust around the wing roots with pigments.



ALL IN ALL A VERY ENJOYABLE PROJECT BUT PRIMARILY AN EXERCISE IN PAINTING AND A RELAXING CHANGE FROM ADDING ZIMMERIT AND PHOTO-ETCH TO THE LATEST GERMAN TANK FROM DRAGON! MAYBE NOW I'LL FINISH THAT 1:48 SCALE VERSION.....



AMAC³⁵

MODEL SHOW • 2012





The organisers of the bi-annual AMAC 35 model show held just outside Rennes in Northern France invited us back for this years show and with fond memories of the 2010 show we were happy to return. This is not a big model show but it is defined by the quality of the hospitality that it extends and as a result it attracts a number of the best French modellers with some travelling up from the South of France for the weekend.

We took the opportunity to photograph some of the superb aircraft models from the weekend which caught our eye like the 1:32 Tiger meet F-16 with entirely hand painted camouflage and markings! Our thanks to Franck Bazin and his team for another very enjoyable weekend with great French cuisine and excellent company.











AIR BORN

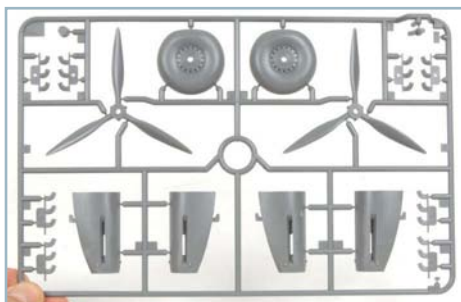
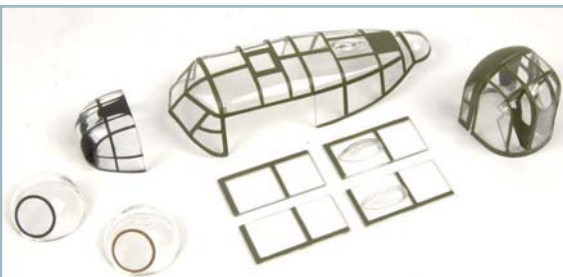
new releases



Tamiya 1:32 P-51D Mustang Silver Colour Edition

We have only just about calmed down from the over excitement generated by the stunning Tamiya Mustang when another arrives and it starts all over again! This version is the silver-plated edition and is essentially identical to the first release with the exception of an additional set of markings and of course the silver finish to the relevant sprues. Normally I am fairly sceptical about pre-applied silver finishes that most serious modellers would regard as a marketing ploy with little to offer for the hardcore modeller and his bottles of Alclad. However I have to say that seeing the parts they really are very nice! Very smooth areas do have a chrome-like shine but the wings and fuselage work well and perhaps the most successful parts are the separately boxed cowlings where the subtly textured finish gives a realistic dulled aluminium finish. This is certainly a very solid base over which you could apply weathering effects to give a very realistic looking finish. If you want to build it straight from the box you need to consider that certain

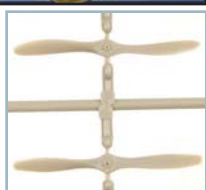
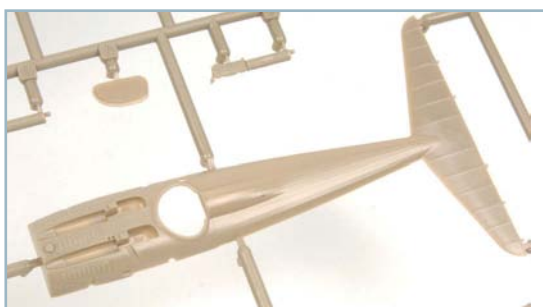
flow marks in the plastic (like the blanked off camera mount in the fuselage side) are visible in the silvered finish so some work will be required to hide these. Another consideration is that the silver has to be removed along glue seams to allow the glue to work. Internal parts are supplied in the regular grey plastic of the original kit. The bonus set of markings (the markings from the original kit are still supplied) is for 'Hurry Home Honey' of the 364th Fighter Squadron with yellow and red chequered nose band and invasion stripes which the sheet supplies. This remains the best kit that I have built in many years and I would certainly say don't dismiss the silver finish without seeing it for yourself. It may not be to everyone's taste but I think it has a lot to offer as a ready prepared base for more subtle finishes and given the fragility of some metallic paint finishes it might be nice to have that solid base to work on?



Tamiya 1:48 Avro Lancaster Dambuster / Grand Slam Bomber

Tamiya's venerable Lancaster dates back to 1975 and yet it remains the only kit of the famous bomber in this scale and it still stands up quite well by modern standards. The original kit was overhauled a couple of years ago to fix some of the problem areas and now the Dambuster/Grand Slam version has had the same treatment and is now re-released. This one is moulded in a mid grey plastic which is much more user-friendly than the original black plastic and also shows up the quality of surface detail better. I had to dig out my original '75 version to compare to prove that the panel line and rivet detail had not been reworked as it looks considerably better in the grey. Panel lines are raised as are the rivets (rivet detail on a kit from 1975!) but the rivets are probably more in keeping with the less than smooth finish of the real aircraft. New parts are sprue L which provides revised engine

cowlings and exhausts and weighted smooth pattern main wheels. I notice also that the original tread pattern wheels which are still supplied have been given a weighted finish too so you have a choice of wheel type. Also new are the pre-painted canopy parts which are supplied along with the complete original clear sprue if you prefer to tackle the job yourself. The pre-painted versions are very well handled and they are individually bagged to prevent any damage. Another revised feature of the kit are the decals with a much improved set of instrument panel dials and wing walkway marking strips which were not part of the original kit. Hard to believe that no one has released a full 2012 version of the Lanc but with a little extra work you can have your own version from this rejuvenated kit and why not - the old girl still looks good to us!



Revell 1:48 SPAD XIII (Late)

Eduard kits of WWI subjects are well respected and here we have another re-box by Revell making the kits more available in the mainstream hobby stores. Presumably the kit is manufactured by Eduard also as it is presented in their familiar tan styrene. The three sprues are crisply moulded with some great surface details representing the various materials and ultra thin tail and rudder surfaces. With the nature of this period of aircraft there are some very small and fine parts to remove from the sprues demanding great care. The kit doesn't offer any of the photoetch available in some of the Eduard releases but a bonus from Revell is a

beautiful decal sheet providing two sets of markings, one of Lieutenant J.M. Swaab, 22nd Aero Squadron, 2nd Pursuit Group, U.S. Air Service, France Autumn 1918 and Lt. René Fonck, Escadron de chasse 1/2 Cigognes, France. The assembly instructions are typical Revell and could do with stronger images to aid in the positioning of the rigging, the box art (if accurate) could help with this and obviously there's an option to super-detail with existing Eduard photoetch. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu

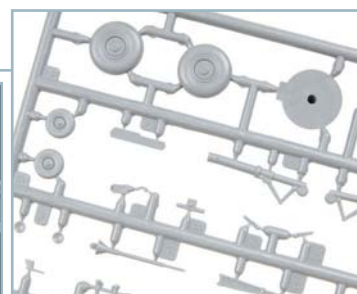
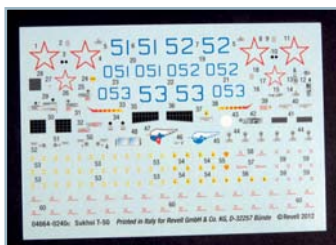
new releases



Signifer Upgrades and Accessories

It's always welcome to see a new face bringing aftermarket parts to the market, here's a first look for us at some resin parts from Signifer of France. In 1:48 SN48003 is a WWII period USAF trolley with a bomb cradle option. The resin parts are cleanly cast and brass tube is provided for the axles and handles. SN48011 provides a set of exhaust pipes for the Eduard Bf-110E, the profile and hollowed tips look nice and delicately detailed. For Tamiya's Fi-156 Storch SN4812 offers a pair of exhausts again with very

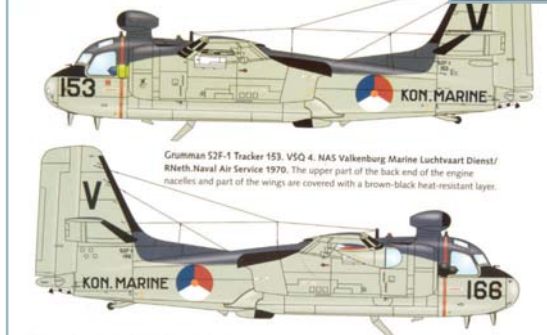
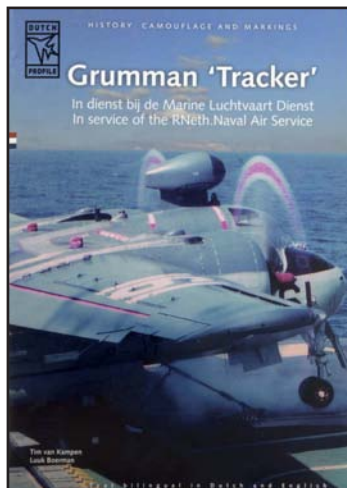
thin-walled hollow tips. Up to 1:32 is a nice addition to your big Mustang project, SN32006 provides a set of three wheels and tyres for any 1:32 kit. The detail is excellent and the tyres have a realistic weighted bulge and fine tread pattern and side-wall lettering. Even a worthwhile addition to the lovely Tamiya kit as David found the mould seam impossible to remove from the kit's vinyl parts. <http://signifer.chez-alice.fr> for more information on the range.



Revell 1:72 Sukhoi T-50

Russia's bang up to date stealth fighter-bomber will make a very attractive 1:72 model in its distinctive hard-edge camo, offered by Revell with this new release. As is often the case, some re-boxing of the Zvezda kit will make the T-50 more readily available through Revell stockists and at very reasonable prices. The only variation from Zvezda's original kit I can pick up on is the display stand. The bulk of the kit is carried on a single sprue, the quality being constant with Zvezda's high quality new tooling and very cleanly moulded in a nice matt grey styrene, some parts will need care in removal due to their delicate nature and fine detail. A small sprue is included of two nice figures, a seated pilot and a standing one, helmet under-arm. A clear sprue provides the two piece canopy

and light lenses and as mentioned, an oval display stand is included in grey. The decal sheets are often where these Revell re-boxed kits often have the edge over the originals being very comprehensive and finely detailed top-quality print offering (as you'd expect from an aircraft just entering production) one version of markings. The most impressive features of this kit are the super-fine panel lines and the 'clam' design of the upper and lower fuselage incorporating the wings, giving an excellent dry-fit. A very nicely detailed kit which looks to be a very straight-forward simple build. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu



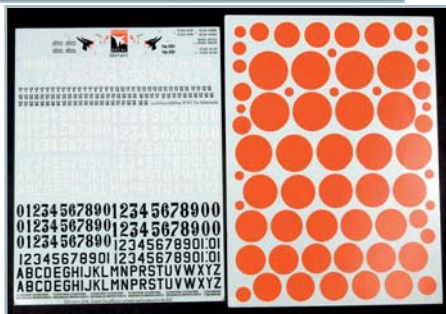
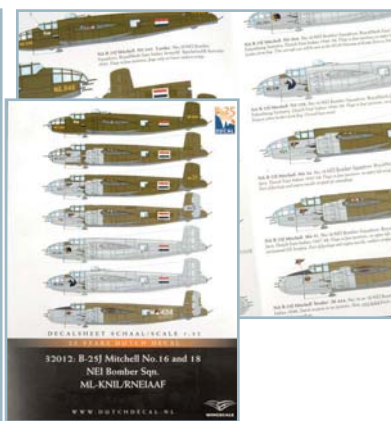
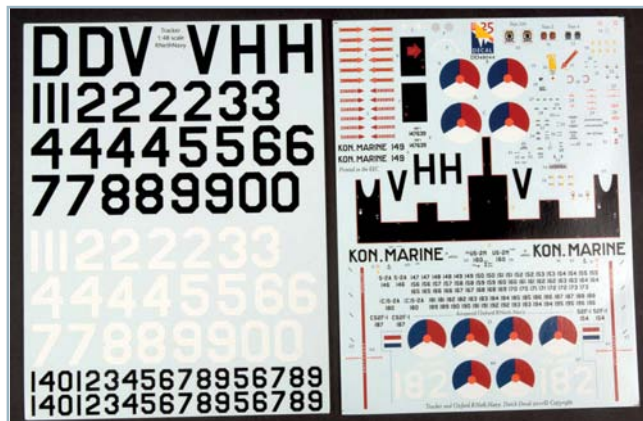
Grumman 'Tracker' in service with the RNeth.Naval Air Service

By Tim Van Kampen and Luuk Boerman

The 'Stoof' served successfully with the RNNAS for fifteen years, the story told in this latest in the Dutch Profile series (number 14). The book focuses not on the aircraft as such, but its operational history as an Anti Submarine Warfare machine based on carrier Karel Doorman and the land-based squadrons. Text is bi-lingual Dutch / English and an easy read, the main focus being mainly on the photographs (the majority which are in colour) including a selection of walk-around close-ups. The quality of the photography varies, I'd imagine the majority are rarely seen private images due

Published by Dutch Profile
Softback A4 format, 52 pages ISBN: 978-94-90092-00-9
www.dutchprofile.nl

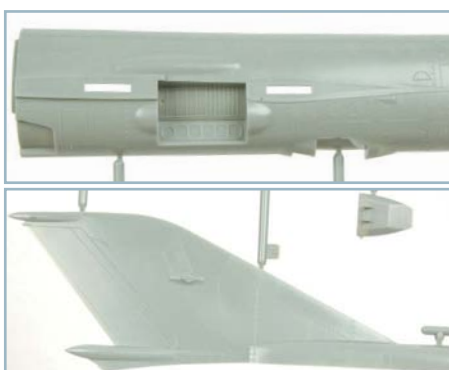
to the niche subject, but on the whole a great selection of shots for modelling reference and inspiration even if it's not a Dutch version you have planned. A list of all of the serving Trackers charts service dates and each aircraft's fate after leaving active service. Five colour profiles are an excellent companion to the new Dutch Decal set available. www.dutchprofile.nl has information of other publications from these guys and links of where to buy in your part of the world. Reasonably priced and recommended.



Dutch Decals

Three new sets of quality decals should you fancy going Dutch. The print quality from Dutch Decals is as good as anything on the market these days with sharp register, strong colours and fine detail. 48044 is the ideal partner for the Kinetic / Italeri 1:48 kit, and of course the new book by Dutch Profile. An A5 sheet of generic markings and an A5 sheet of black or white numerals allows at least the seven aircraft covered by the A3 placement instructions, all serving with the RNeth.Naval Air Service. There is a bonus of a set of RNeth.Navy markings for the Airspeed Oxford (Special Hobby kit) serving in 1947. A minor disappointment with this set is the black and white plans. 32012 offers seven options for that new 1:32 B25J Mitchell you might have on your 'to do' list. All versions are post-war RoyalNeth. East Indies Army Air Force.

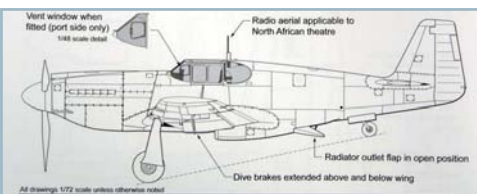
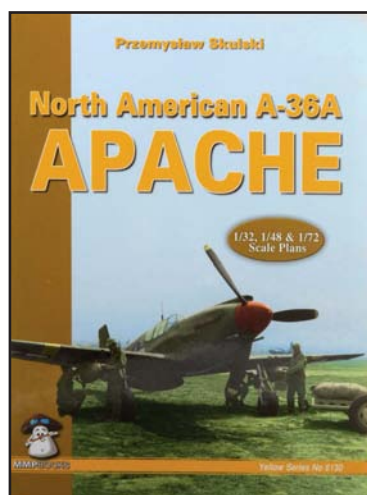
This time we have quality colour plans with some good detail notes about the appearance of each aircraft with a mixture of painted and bare metal finishes. Finally, and the most impressive is 72071 covering early RNAS aircraft in 1:72. Two A5 size sheets are included, one of the orange roundels (which looks like a rather unpleasant rash!) and another of numerals and smaller markings, the hand-applied nature of the lettering captured very well. Aircraft covered are Sopwith Pup, Fokker D.VII, SE.5A, Bristol F.2B, DH-9 H-104 and Nieuport types 21 and 23. The A3 instruction sheet is superb with period black and white shots of the aircraft in question, detailed colour profiles and text information. Highly recommended.



Italeri 1:48 MiG-21 MF Fishbed

Why would Italeri try and improve on the Eduard MiG-21? Well, they haven't - this new addition to their catalogue is in fact the older Academy kit of the 'Fishbed', a very nice kit when it was released in the late 90's to much acclaim but since superseded by the Eduard production if you want maximum accuracy. Not that there's a whole lot wrong with Academy's original tooling, the five pale grey sprues give a simple build of this Russian classic with the moulding still super-sharp and there's excellent surface detail throughout. If you weren't aware of the kits previous release you would not be disappointed in thinking you'd popped the lid off a brand new production. No doubt, this kit builds into a good looking model from the box but there's always room for improvement

should you wish, Aires, for example, producing excellent cockpit and engine upgrades. Where we really do get something 'new' is the bumper decal sheet, at close to A4 size there's an option of four very diverse subjects: Indian Airforce, No.3 Squadron, Pathenko A.B. 1999, Hungarian air Force, 47th Squadron 'Griff' Fighter Regiment, Papa A.B. 1995, Soviet Frontal Aviation Russia 1971 (a bare metal finish) and an Iraqi Air Force version, 70th Squadron, Basra 1979. The 'super decal sheet' is just that, beautifully done with strong colour and great fine detail, reason enough to take another look at this still very nice kit.

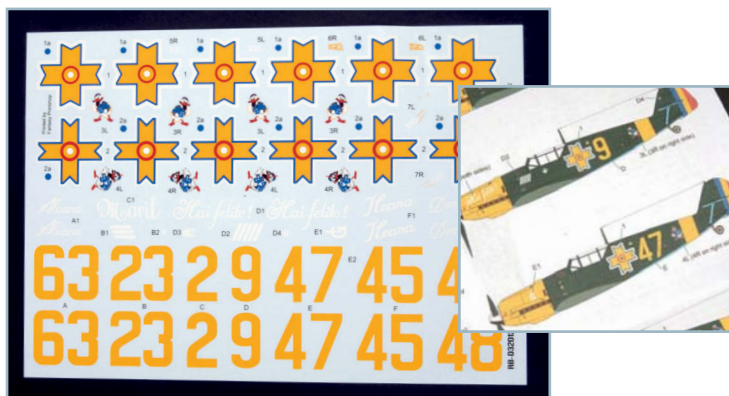


North American A-36A Apache By Przemyslaw Skulski Published by Mushroom Model Publications

These chunky little 'Yellow Series' books from MMP pack in a wealth of reference information, this new release focussing on the initial version of what became the Mustang is no exception. This book will provide you with a very concise and comprehensive view of the A-36A. The logical format followed is an introduction and development of the aircraft including initial wartime use and combat in Italy, the Far East and Sicily plus use by the RAF. A technical description follows which utilises period photographs and technical manual illustrations, each element of the aircraft is then focused on in greater detail with great visual modelling

Softback B5 portrait format, 128 pages www.mmpbooks.biz ISBN 978-83-61421-45-0

reference mixing archive photographs and shots of restored and preserved aircraft accompanied by detailed captions. A section of colour wartime shots is particularly inspiring for modellers as are the close to twenty pages of colour profiles, all excellent quality. If you're still left hungry for information there is a set of A2 size fold out plans of all views of the A-36A in 1:48 and 1:32, perfect if you have the Accurate Miniatures kit or indeed the scaled-up Hobbycraft release stashed away. 1:72 plans also feature in the book itself. Another cracking one-stop modeller's reference from MMP that offers tremendous value for money.



RB Productions

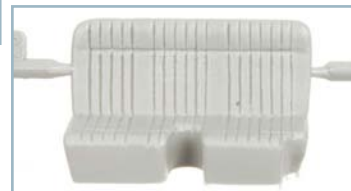
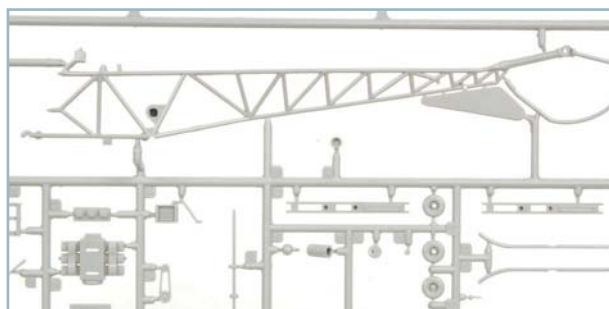
1:32 Rigging Turnbuckles, Decals & 1:24 Luftwaffe Seatbelts

A welcome release from Radu Brinzan's RB Productions which will be of great interest to modellers with an interest in WW1 subjects. On most aircraft the rigging wires were tensioned by turnbuckles, something which is quite noticeable in 1:32 scale but not easy to replicate for the modeller. The RB Productions photoetched buckles provide a very elegant solution to this problem. The fret contains a total of 80 turnbuckles and they are cleverly designed to give an impression of three dimensions by folding in the two outer 'wings' on each side of the centre post. The instructions recommend enhancing this effect and giving a more tubular effect by applying some brass paint or clear varnish and allowing it to pool on the surface. Also included on the fret to either side of each turnbuckle are a pair of long flat bars with a central fold point. These are passed through one loop of the turnbuckle, folded over and can then be fixed into the wing. Wingnut Wings kits already have moulded location holes for the rigging so it should just be a case of plugging these into the holes with a dab

of glue. The superb scale appearance of these turnbuckles should really enhance the finished look of your next WW1 subject.

Looking for something different for your next Bf. 109 scheme - well RB-D32012 offers colourful Rumanian markings for 1:32 Bf.109E1/E3 (the same markings are available in 1:72 & 1:48) Markings are provided for a choice of seven different aircraft and a full colour guide is provided with colour guides and we can confirm that the print quality of the decals looks superb

RB-P24002 is a set of 1:24 Luftwaffe seatbelts and the set comprises photoetched buckles and two pre-cut paper sections to provide the straps. Full detailed diagrams are provided to guide you in assembling the belts and the etched fret even provides a toothed corner to use to emboss the straps to simulate the stitching. Full details of these and the rest of the RB Productions range can be found at www.radubstore.com



Italeri 1:48 Bell OH-13S Sioux

The charismatic little Bell chopper is readily available again from Italeri in a re-boxing (with the same catalogue number 857 as previous) with new decals. The bare-framed nature of this machine looks good when this kit is together, Italeri have captured the fine framework as well as you could expect with injection moulded styrene- unfortunately the shape of the tail boom construction means there is some tricky seam lines to clean up and the parts look a little heavy. That said, anything finer would have proved too femur and it would take a brave person indeed to tackle the whole lot in brass rod...! The spartan nature continues into the cockpit with enough detail to give a busy impression. The

up-turned flat six engine is well represented with a nicely produced rotor drive assembly, as always extra plumbing and wiring would add to the detail. The simple skids are nice and fine but the only version included in this boxing (floats were available in a previous release) but I presume Italeri will re-visit some of their other versions. M60 MGs are included and optional fuel tanks is a nice touch. The bubble glazing is as clear as you'd expect and the rarely used side doors are also included. Markings cover three versions: U.S.Army (presumably early Vietnam War period) British Army and Italian Air Force (who both I think built this helicopter under license) A quality kit available again at a reasonable price.

32063



48171



48172



48174



48173



32065



32064



72044



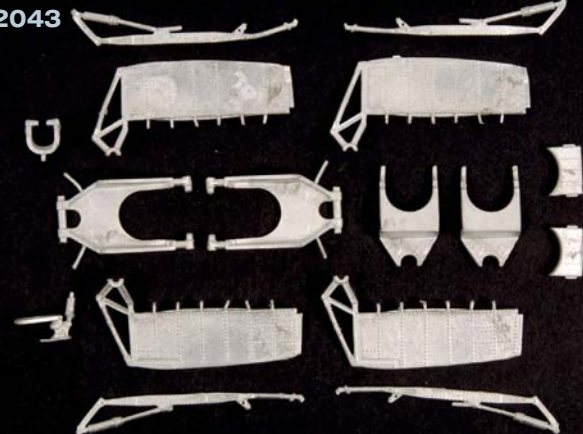
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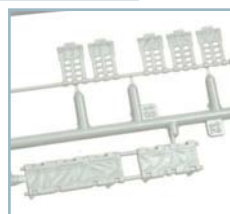
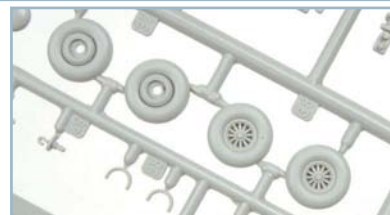
72043



Scale Aircraft Conversions

More landing gear updates in white metal from Scale Aircraft Conversions from Dallas, Texas. Made to fit specific kits with detail improvements where necessary and the inherent strength of the metal which will help with all the weight of that resin you've added to the kit! Starting with 1:72 set 72043 id for the new Revell Halifax B Mk.I/II and 72044 for the ICM MiG-25 Foxbat. In 1:48 48171 will kit out the Trumpeter PLA J-8B with new legs and 48172 provides landing gear for Great Wall's brand new Devastator that we built in issue 41. 48173 provides landing gear and wheels for the

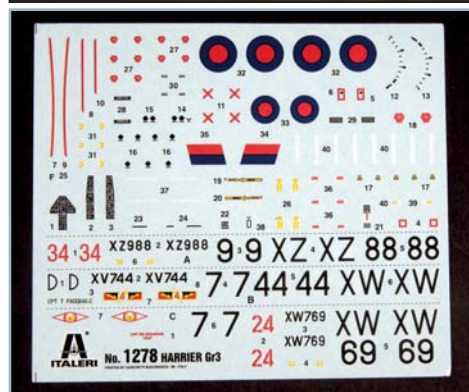
Academy / Italeri Hawker Hunter and 48174 is designed for the Roden T-28B Trojan. The Hobby Boss F6F Hellcat is covered by set 48175 and 48176 is for the Zvezda Bf 109 kit. In 1:32 this time set 32063 is for the for the Revell / MPM He 162 A-2 kit. Quick off the mark 32064 provides undercarriage for the new HK Model B-25 Mitchell and 32065 offers full undercarriage for the Hasegawa P-51. For the full range and more details take a look at www.scaleaircraftconversions.com.



Italeri 1:72 Wessex UH.5 and Sea Harrier FRS.1 Falklands War Anniversary Edition

Italeri bring together two of their very well respected kits in one box to mark the 30th Anniversary of the Falklands War. Starting with the Sea Harrier (I think I'm correct in saying this was originally an Eschi release) the tooling and moulding still looks sharp after all these years and if it weren't for the raised panel lines (which are very fine indeed) the kit would pass as a more recent release and will build into a decent model from the box. The three grey sprues have a minimal amount of flash in places but the detail is good throughout. If you want to push the detail levels plenty of aftermarket sets are available (the cockpit and intakes would benefit from this). Markings are provided for No.800 NAS, HMS Hermes Air Group in the Falklands 1982. Italeri's reputation for quality rotor aircraft is evident with the lovely little Wessex UH.5

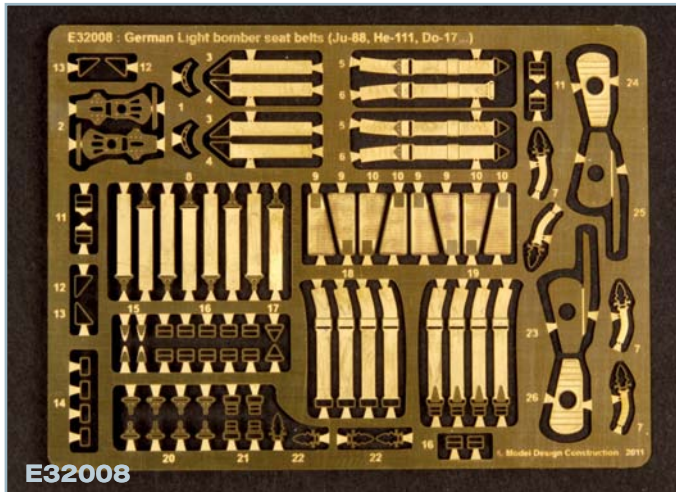
included in this set. A much later production than the Harrier we have engraved panel lines, excellent cockpit and interior details and crisp moulding throughout the two sprues in pale grey and an impressive clear sprue with the shapes of the glazing well rendered. A separate sliding door will show the interior well, the floor panels and seating are really well done although there are some heavy ejector marks in the plastic on the inner fuselage. The blades have a moulded 'sag' and the rotor head is reasonably detailed. Decals for the Wessex offer a single scheme No.874 NAS in 1982. The single decal sheet is good quality but as you'd expect in this scale some of the finer stencils start to fill-in. A nice boxing of these two kits, the Wessex certainly the more impressive.



Italeri 1:72 Harrier GR.3 'Falkland'

Essentially the same kit as the FRS.1 paired with the Wessex but with the appropriate GR.3 parts, the main visual difference of course the elongated nose. Again, the elderly tooling features raised panel lines and some will want to improve on certain areas, but the moulding is crisp albeit not as impressive as the new tooled kits we're used to these days. A new decal sheet is sometimes the reason to take a look at some of the re-boxes, this

one is good quality containing a selection of generic markings (roundels, stencils etc) and options of No.1 Squadron, HMS Hermes, South Atlantic May 1982, No. 4 Squadron HMS Hermes, Cottesmore 1982 and an attractive white and grey scheme of No.1 Squadron in Norway, 1986 should you fancy a finish other than the Falklands War. Our thanks to The Hobby Company the UK importers of Italeri for our sample kits.



E32008

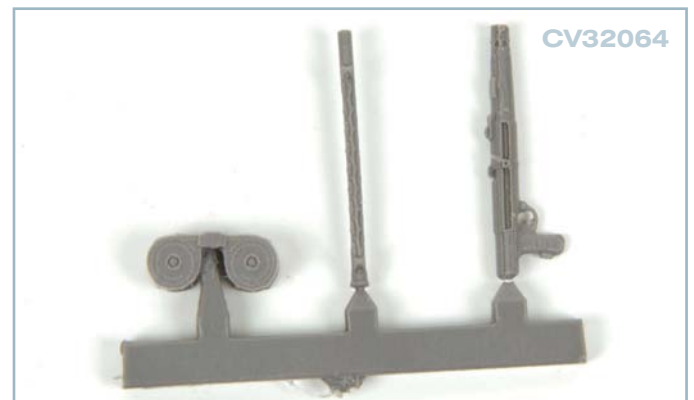


CV32058



CV32021A

CV32021B



CV32064



CV32061



CV32057



CV32059

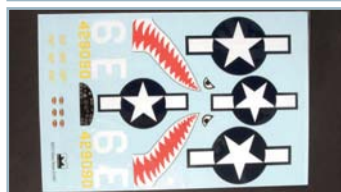
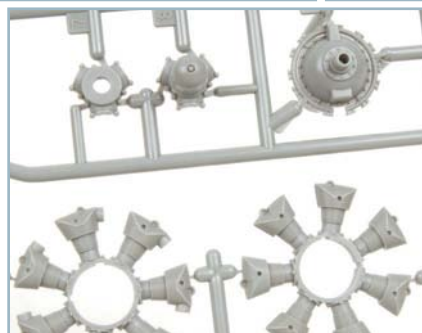
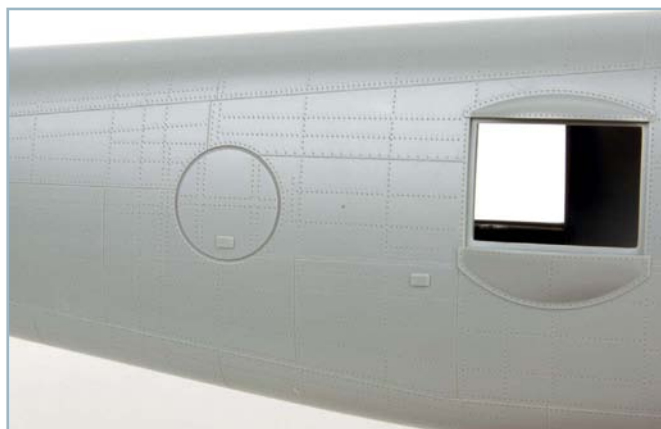


CV32060

Model Design Construction

A raft of recent releases here from the guys at MDC to add to their already large range up upgrades, accessories and kits. The quality of the casting, etching and machining is first rate as always and their sets offer excellent value for money. Everything here is in 1:32 starting with CV32061 which is a pair of Rheinmetal-Borsig MK108 30mm cannons consisting of resin breeches with full detail and very nicely turned brass barrels. To complement the cannons is CV32057, a flexible resin ammunition belt. CV32059 is a pair of sharply detailed bomb racks to fit early Typhoons and late models are catered for with CV32060, these would fit MDC's own resin kit or one of the plastic kits available. Next a nice addition to a display or diorama of your latest large scale Luftwaffe project, CV32021A and CV32021B are two styles of oil and fuel drum ('B' having fine ribs) both are cast in solid resin and come with

separate plugs. For that added bit of detail and realism CV32058 is an etched fret to add the embossed text to three barrel tops and bottoms for both fuel and oil. Still with Luftwaffe subjects, E32008 will kit out your Ju88/188 and He-111 with detailed seatbelts. Full photoetch belt and buckles are offered with an option of buckles only should you wish to produce your own webbing. Rudder pedals in two versions are also an added bonus with good instruction diagrams. Finally CV32064 is an all resin German MG15 complete with drum ammo magazines ideal to replace the iffy looking Revell versions in their He 111. Check MDC's website www.modeldesignconstruction.co.uk where you can view the full range of upgrades, kits and Mr Hobby finishing products, all which can be purchased direct.



HK Models 1:32 B-25J Mitchell

We are delighted to have received a sample of the stunning 1:32 scale Mitchell from the new name in the hobby, HK Models. A model of the twin engined Mitchell in this scale is certainly an ambitious subject for a first release but the HK team have pulled it off with considerable flair and skill and have produced a first rate looking kit. It is hard not to be impressed with the sheer size of the thing with the massive fuselage halves creating an immediate impact. The quality of surface detail is superb with finely rendered rivet detail and panel lines across the airframe. The same quality extends to other parts with a superbly detailed set of engines complete with wiring harnesses, and the glazing parts which come with rivetted glazing bars. HK have done a good job of detailing the interior too with all the visible sections fitted out to a high standard and the bomb bay also gets the full treatment with bomb load included. Optional external .50 Cal blisters are provided along with the external cockpit armour panels and the

top turret can be faired over too, but it is so well detailed that this would be a shame! All control surfaces are positionable as you would expect in this scale and separate engine cowlings allow the detailed engines to be displayed. A small photoetched fret provides seat belts for the cockpit and markings are provided for the scheme shown on the box art. A choice of schemes would have been welcome but no doubt the aftermarket decal companies will come to the rescue here. Weak areas of the kit? Well pleasingly these are few, perhaps the only real one are the .50 Cal barrels which are moulded separately to the rest of the guns but lack the defined perforated sleeves. Turned brass replacements are available so this is by no means critical. Always great to see kits of this quality and in this scale and we cant wait to get our sleeves rolled up with this one and congratulate HK Models for a magnificent first release which deserves space on everyones workbench.

FMA PUCARA

DAVE OLIVER BUILDS LLAMA MODEL'S 1:48 RESIN PUCARA

I first became aware of the Pucara during the Falklands war of 1982. Developed in Argentina during the late sixties, primarily as a counter insurgency (or coin) aircraft, its graceful, almost delicate appearance seemed generations apart from the aggressive and purposeful look of the Harriers of the British Royal Navy.



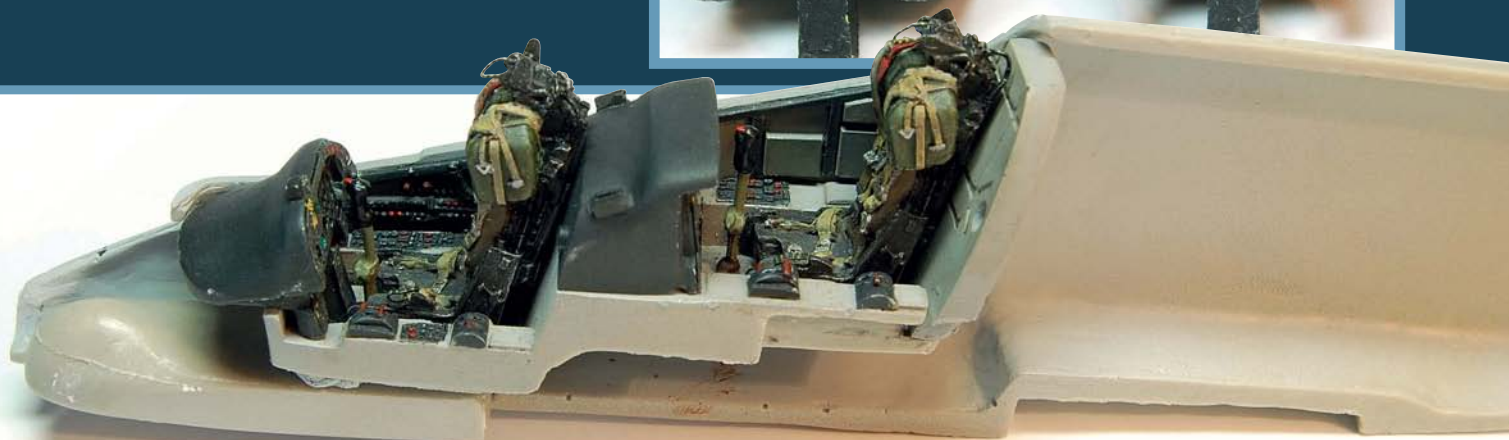
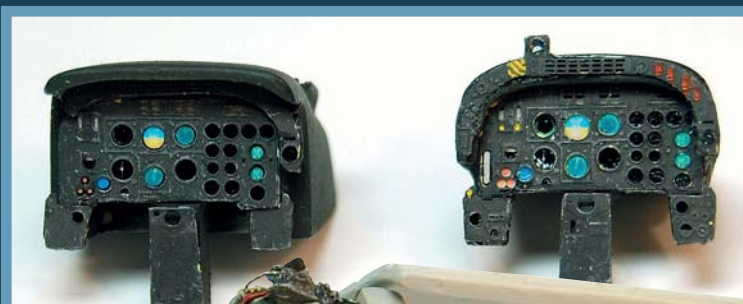
Although the Argentinian pilots flew bravely, the aircraft's unsuitability as a pure ground attack aircraft due to its lack of defensive armour, was illustrated by the fact that several were lost to small arms ground fire. 28 years later and I was fortunate enough to obtain this 1:48 resin kit via an Argentinian friend from Llama models. Even though it is a limited run kit, it still contains a photo etch fret, some white metal parts, two vac formed canopies and a pretty comprehensive decal sheet containing three different schemes. The level of detail is very high, indicating that a lot of time and effort has gone both into the research and the manufacture of the kit.



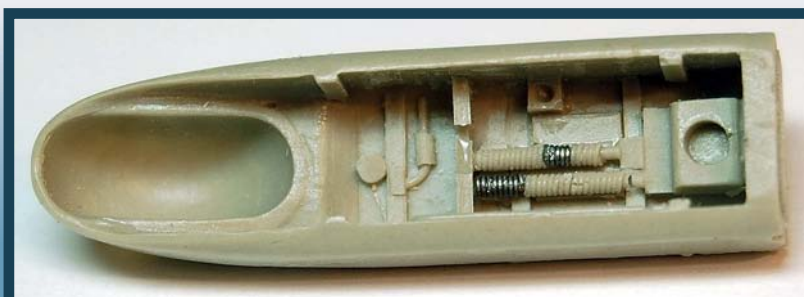
Whilst searching for reference materials for the build and with every intention of painting it in Argentinian colours, I stumbled upon a picture of the aircraft in Urugyan service. As I am sure other modellers have found, It is often a chance discovery that can lead to inspiration for builds. The moment I saw the Urugyan scheme I made my mind up that this was what I was going to build. The camo scheme looked great and the boars head nose art would be a challenge, quite a challenge as it turned out!

COCKPIT

As with most builds, I started with the cockpit. The Martin Baker ejection seats were superbly moulded, just requiring a few bits of lead wire for the ejection handles and hoses to make them complete. Once painted with Citadel chaos black, the frames were given a light dry brushing with citadel bolt gun metal and a wash with black oil paint. The cushions and straps were painted and highlighted, then given a MiG 'shadow brown' oil wash to pick out the details. The instrument consoles were first sprayed lifecolor satin black then dry brushed with matt black then panzer grey to give them a sun-bleached look. As for the cockpit tub and sidewalls, some of the detail had been lost in the moulding so some of the cockpit framing had to be replaced along with details on the side consoles and the throttle levers which were added with lead wire. Once these areas were painted, several different oil washes were applied to dirty up the area. Due to the large canopy and raised position of the cockpit it was well worth the effort making this area as detailed as possible. Once fitted into one side of the fuselage, some lead shot was added to balance the nose. All I can say is add as much as you can! Luckily my model isn't a tail-sitter but any less nose weight and there would have been tears at the end of the build!

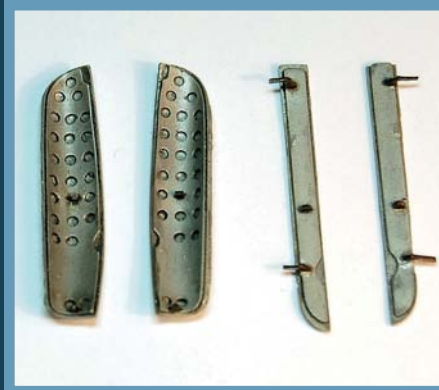


The undercarriage bays were very nicely detailed, unfortunately a few air bubbles in the front bay had spoilt some of the moulding, This was replaced with lead wire and extra detail was added later on to the side walls of the main gear bays that looked a little bare. The landing gear legs themselves, were given a few tweaks with copper wire for the hydraulic lines while the kit scissor hinges were replaced with drilled plasticard. The orero struts were detailed with lead foil and weathered with MiG oil and grease stain mixture.



WHEELS

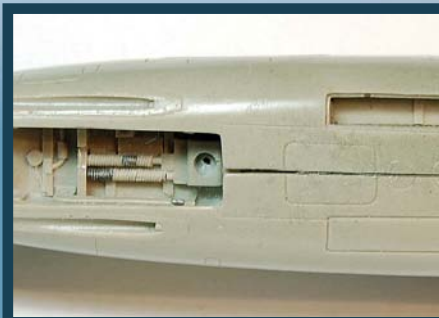
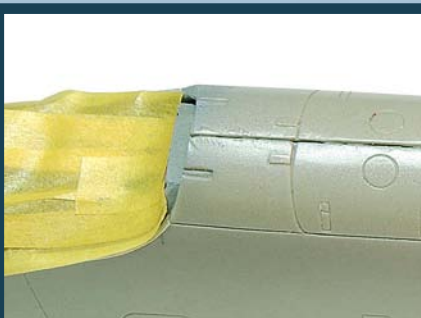
The wheels themselves were a little mis-shapen so squadron white putty was used to try and add some balance to them. Before the fuselage halves were closed, a few other jobs needed attending to, the framing that's visible at the rear of the wing roots were cut out using a micro chisel, and a small instrument cluster I noticed on a walk around of the aircraft was incorporated into the right hand side of the fuselage. I feel that Small jobs like these take relatively little time and add some small but significant details to the finished model.



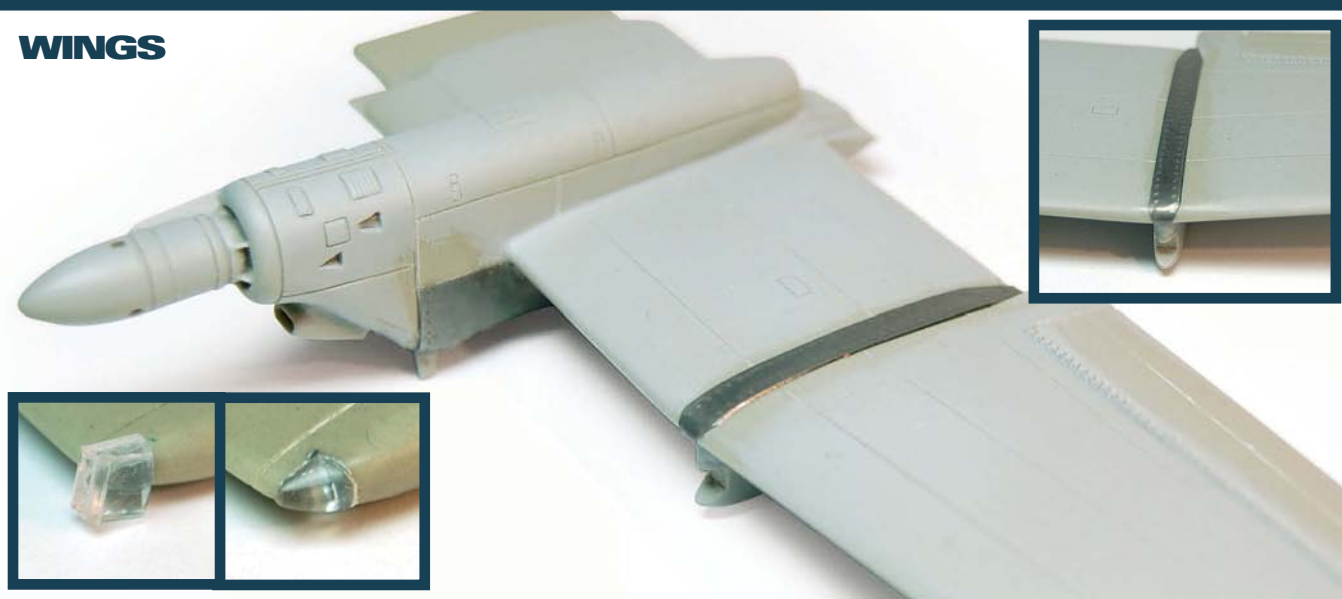
FUSELAGE



Once this was done the fuselage halves were joined using 60 minute epoxy adhesive. I had to make a choice between lining up the fuselage and panel lines at the top or bottom. Large gaps still remained so they were filled with a super glue/ talcum powder mixture, this step was repeated over a couple of days, with primer applied to show up any imperfections that were then filled with Mr Surfacer. The nose section required a lot of attention and hours of sanding in the back garden! A plastic fillet had to be added in order to provide a uniform edge for the canopy and a smooth surface for the nose art. Once the underside was tidied up and the same steps repeated on the tail section. I started rescribing the lost panel line detail Using a sewing needle held in a pin vice as opposed to some of the commercially available rescribers that tend to chip the resin.



WINGS



The wings were next up and again required quite a bit of attention, the distinctive kink was achieved by using 60 minute epoxy again in order to give me time to adjust the dihedral. The reinforcements over the join were made with lead foil with a riveting wheel used to add detail. The resin on the trailing edge of the wing was a little rough so I glued thin strips of acetate on the underside then used a super glue/talc mix to form a regular surface. The navigator lights were simply made by cutting out the shape from the wing and inserting a piece of Perspex from a CD jewel case and then sanding it to shape. At this point I started adding some panels from lead foil to make the airframe appear a little more like the irregular panel gaps on the actual aircraft.

The engine cowlings were first, while other panels were added to the underside using a mixture of lead foil and scalpel blade packet foil. The large hatch on the top of the fuselage was added later, along with some Archer hatch surface decals that I ended up gluing in place. Once all this had been done, the wings were glued in place. Much sanding and adjustment was required in order to get the wings to line up properly at the wing root.

Once the gaps had been filled the panel line was rescribed by drawing an outline on some frisket paper then transferring it to some dymo tape as a guide. Some areas had to be sanded and rescribed to achieve an even finish.

I then turned my attention to the canopy. The vac form item supplied with the kit is of very high quality and its reassuring to know there is a spare in case of any disasters. After cutting the front and rear sections apart, I masked the rear with bare metal foil and the front with Tamiya tape. As I mentioned earlier, getting the area around the front canopy to be as uniform as possible was a big priority in order for the canopy to fit as closely as possible. Consequently a lot of time was spent slowly shaving down the canopy and test fitting in order for it to follow the contours of the fuselage as closely as possible. Once this was glued in place and lightly filled a subtle panel line was carefully rescribed. I swear I held my breath for the entire operation!

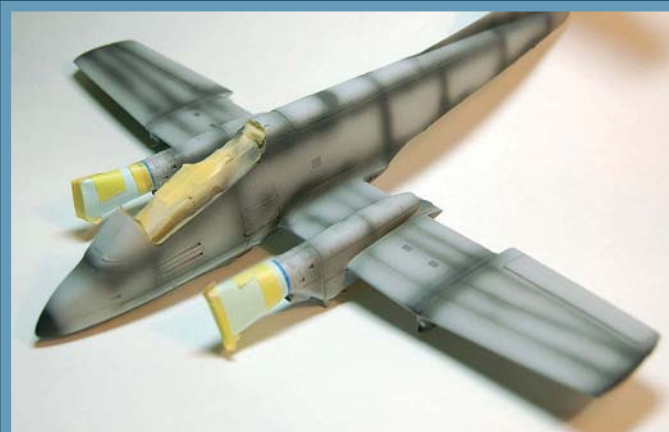
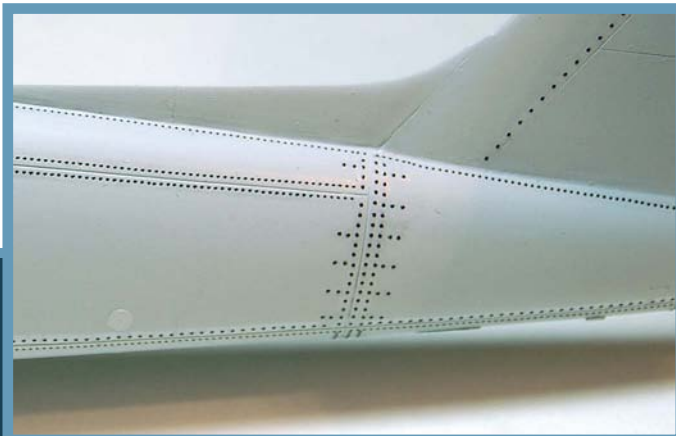


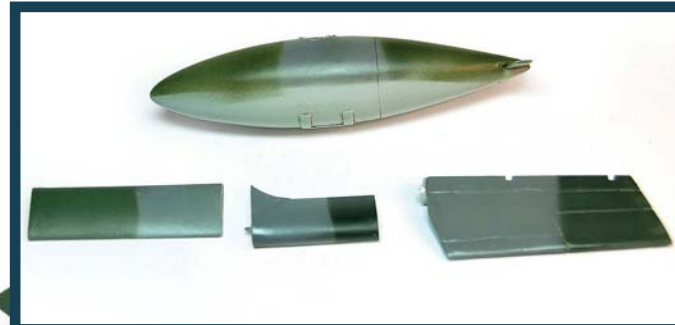
DETAIL & PAINTING

In order to add more surface detail, The wings and tailplane were given recessed rivets with an MDC riveting tool, which once again seems to work better on resin and is easier to control than a riveting wheel. Reference pics of the fuselage show the aircraft covered in rivets, a detail mostly missing from the kit. After a primer coat of Mr Resin Primer, I started work with the Archer surface detail rivet decals. This was a very satisfying but time consuming process but again I personally feel it adds a lot of subtle detail to the finished kit. After misting over another coat of primer, the model was ready for painting. I first applied a dark grey pre-shading, I find this produces a more subtle effect than

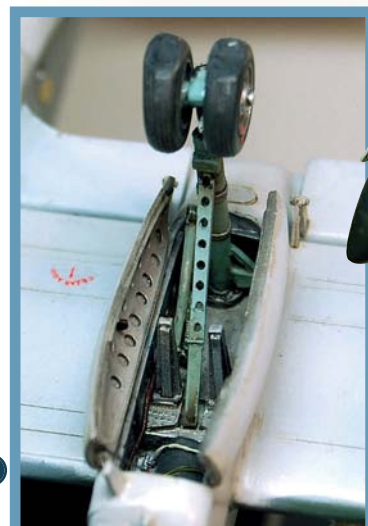
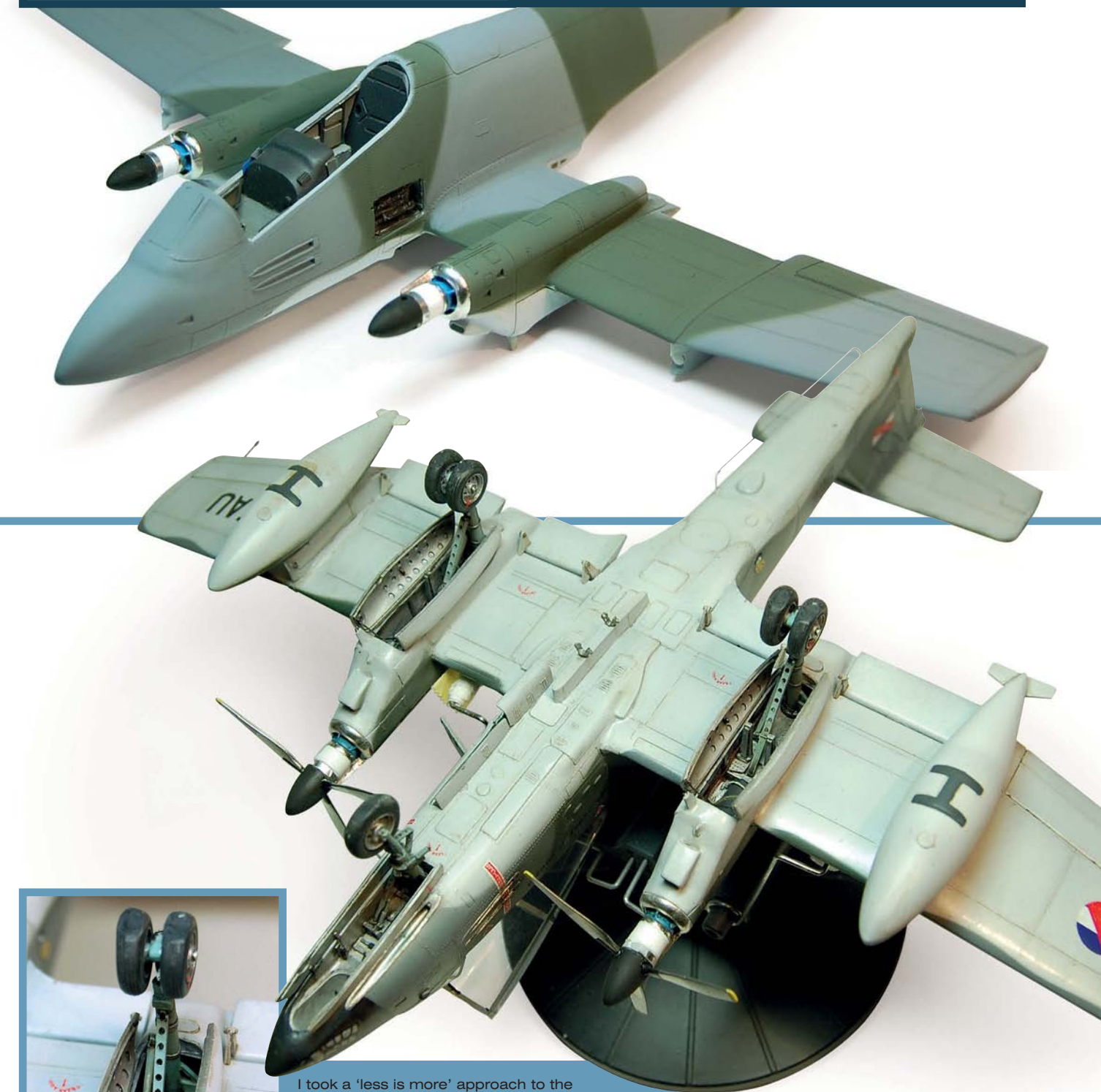
ordinary matt black. The underside was painted light grey then....disaster! Its often a good idea to test the paint finish either on an old kit or a separate part of the airframe such as the rudder or drop tanks. This when things got 'interesting'. Initially I got a good paint match with one brand of paint and after experimenting I settled on using white tack strips for the camo masking. The problems began when I gave one of the painted drop tanks a coat of Future, and it disappeared into the paint! This resulted in a rather irregular and unpleasant looking gloss coat. Three coats later, and the finish was slightly better but still far from satisfactory.

Not wanting to risk having to strip the model down (and probably take of most of the rivets) I decided to use Tamiya Acrylics instead. The grey was a straight forward match, but the green on the other hand had to be mixed by adding matt white gradually to a pot of Tamiya XF27 black green. I painted the grey applying a light post shade on the hatches and some of the panels. Once the masking was applied the green was sprayed and post shaded as well. One trick I have found when using blue tack to mask is to wear latex gloves this stops the oil from your hands transferring to the model and marking the paint.





After the previous problems with the paint, several coats of future were applied to achieve an even surface for the decals. The nose art was the first to go on, I could write a whole article on the trials and tribulations of making this nose art decal! Suffice to say it took several attempts to get it right, with several test fittings over the course of the build and major surgery to get it to fit the contours of the nose, but I am more than happy with the result. The other decals went on with out any fuss and another coat of future was applied to seal them in.

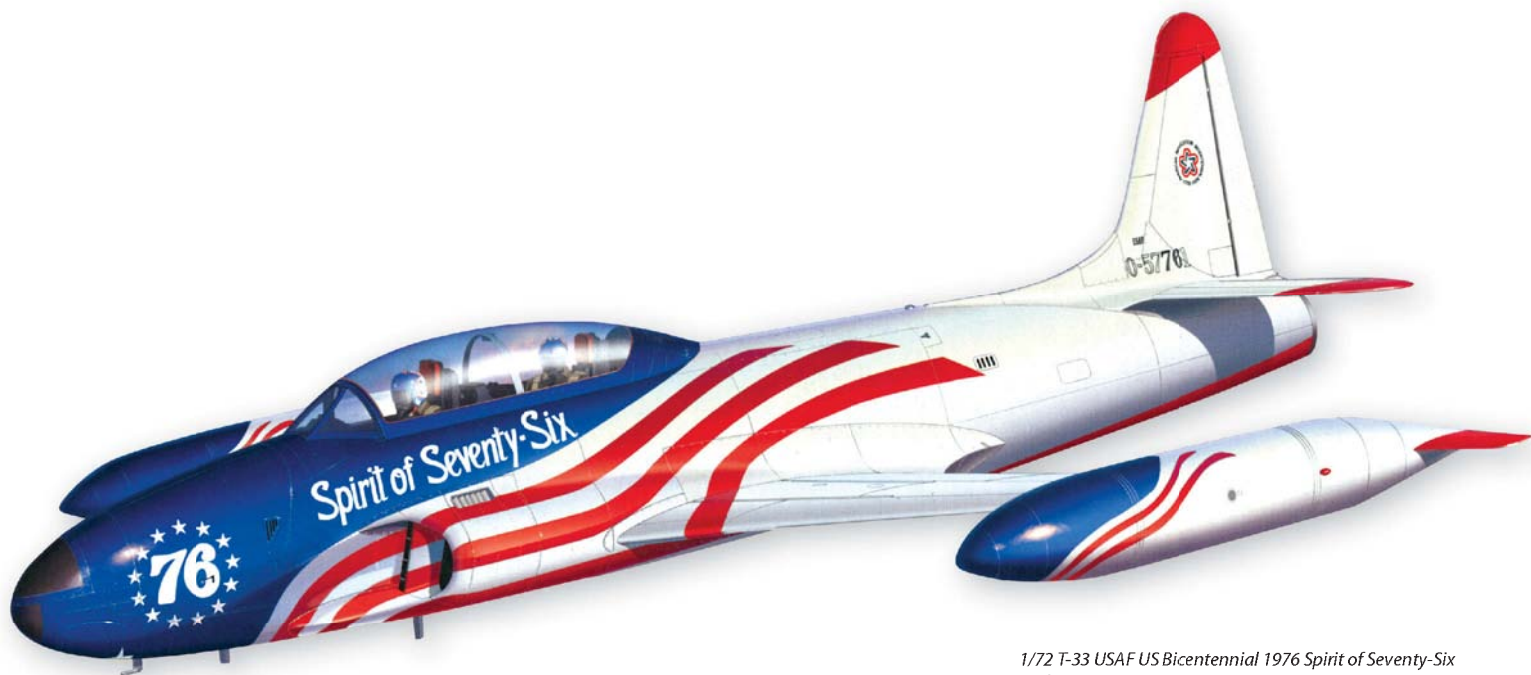


I took a 'less is more' approach to the weathering. The real aircraft seemed pretty clean with a reasonably fresh looking coat of paint so I tried to recreate that by using a very minimal amount of MiG neutral and dark wash around the edges of some panels and the wings. Obviously the undercarriage bays received a much heavier amount washes to really make them look used and abused, while light chipping was done with a silver pencil.



In conclusion, as with most resin kits it had its issues but in this case, most of them were down to the limitations of producing a short run kit rather than any corners being cut by the manufacturer. I have learnt that with a build like this, its best to look at it as a starting point that can be improved upon with scratch building and super detailing, something you can really make your own. I also learnt loads about the finer points of Photoshop when making the decals and how even the smallest details can make a difference on the finished model. All in all 11 months well spent, just don't expect me to make another one anytime soon!





1/72 T-33 USAF US Bicentennial 1976 Spirit of Seventy-Six
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